

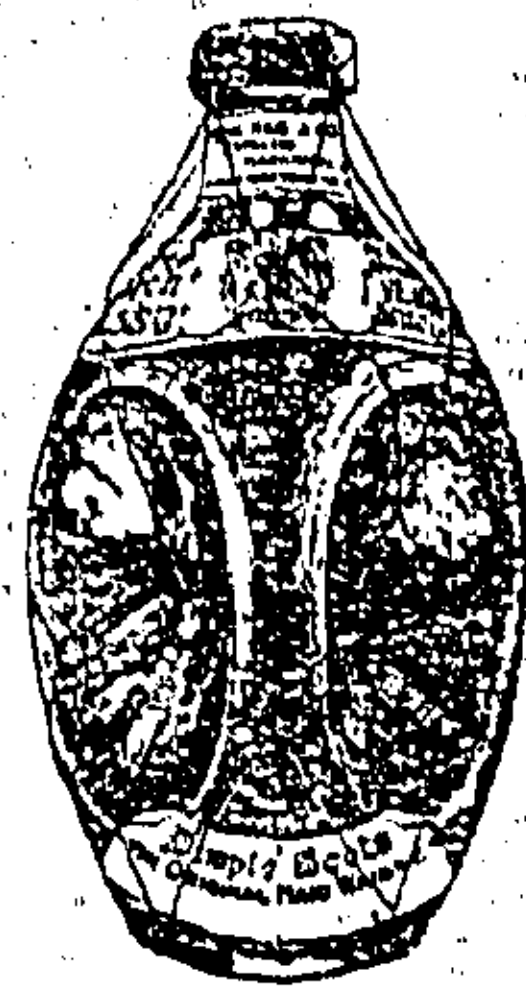
Hongkong Daily Press.

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OUR LONDON LETTER.

THE CONSERVATIVE PARTY AND THE COST OF LIVING.

PROPOSALS TO TACKLE A NATIONAL PROBLEM.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September.

BUSINESS MEN ROUND THE TOWN.

I hear that one section of the community at least will be glad when the Exhibition at Wembley is over. This is the business men in London who receive visits from relays of customers from the country, most of whom naturally expect to receive the traditional courtesies. They can look after themselves very well indeed at Wembley, but they wish to see something of the night side of London life, not only as regards theatres and the "swanky" restaurants, but also the night clubs of which they have read so much in the papers from time to time.

Their hosts have to do the best they can to satisfy the demand for sensation, and try to behave as though doing night clubs was all part of the day's work in the usual way. Of course it is nothing of the kind. The average business man in London knows no more about the night clubs, the existence of which is kept so romantically before the public, than any country cousin who comes to Town. However, it has got to be done, and so one hears of business men entertaining visitors in this way and finding it a costly matter. There is not merely the outlay, which is often considerable, but a headache in the morning.

It is said that some business men are thinking it would be a good plan to follow the lead of certain wholesale houses in America, who are supposed to keep on the staff what is known as "a copper-plated entertainer." His mission in life is to take country customers and introduce them to the hectic life of a big city.

A CLEARER PRESS CAMPAIGN.

The Institute of Journalists which has been in annual session at Margate discussed at length the undue prominence given in a section of the Press to sordid crimes and sensational divorce cases. The murder cases that have come into the Courts in recent years have been exploited by certain newspapers in a manner that has disgusted decent people. These journals are out for big circulation, and one of the ways they conceive they may get it is by pandering to the baser passions of the mob. No details have been too gruesome for publication. And as soon as the criminal has expired the crime on the scaffold, his life story is told in detail, till one begins to wonder whether in fact he was a murderer or a really important personage in whom public interest abides after his death.

The Institute of Journalists consider that this is not to the credit of British journalism or good for the newspaper reading public of the country. They have accordingly sent a resolution, which was passed unanimously, to the Newspaper Society which includes as members all the principal newspaper owners in Great Britain. It is hoped that something will result from this expression of opinion by the Institute. One argument used in the discussion at Margate was that this nauseous matter is copied into the vernacular journals in India, and gives the natives a preposterously erroneous idea of the life of our people.

A NOTABLE JUDGE.

There is regret in legal circles at the death of Mr. Justice Bailhache, which occurred suddenly while he was on holiday in Suffolk. The son of a Baptist minister, he started life as a solicitor, and afterwards became a barrister and the leader of the Commercial Court. As a judge he was widely known as a hustler; he could get through a dozen cases while another judge would be slowly picking his way through two or three. But I have no doubt that he will be long remembered for almost the last judgment he gave on the Bench.

This was to the effect that directors of companies cannot be members of public bodies with which their companies have contracts. This rules out of public life thousands of men or municipalities up and down the country who are connected with business concerns receiving work from Town Councils and other similar bodies. There have already been wholesale resignations, and more are to follow. The decision has come to be known everywhere as "the Bailhache judgment."

TRADE UNIONISTS AND THE "REDS." The Trades Union Congress which has come to an end at Hull was interesting in a special kind of way. There was, of course, the usual amount of "hot air" about all sorts of questions and problems, introduced by people who imagine that they can set the world to rights if only they have their way. This is to be expected annually at the Congress. But on this occasion political observers were curious to discover what reception the Congress would accord to the Communist section which is supposed to have so much power over the Labour party in and out of Parliament.

The "Reds" were certainly very much in the picture, as might be expected, because although they are small numerically they make up for lack of numbers by sheer noise and violence of statement. But they did not receive the welcome that they perhaps anticipated. There was some very plain speaking about the dictatorial and abusive attitude adopted by Russian Bolsheviks towards British Trade Union leaders, and the Communists were roundly told that organised Labour in this country has nothing to do with them politically or otherwise from Russian extremists. As the man in the street would express it, the Congress turned down the Communists, so that anyone with sense can see that they have no power really, however clever and apparently successful they may seem to be at times in the tortuous art of political wire-pulling.

(Continued on next column.)

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SATURDAY, Nov. 8th	MIGNON
MONDAY, Nov. 10th	MADAM BUTTERFLY
TUESDAY, Nov. 11th	BARBIERE DI SIVIGLIA

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It is a country that merits the attention of those Europeans who contemplate leaving the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. Or if they seek a career, and have a moderate capital there is scope in South African farming—for instance in fruit-growing.

The climate is good. It is sunny but temperate being neither inclement in winter nor oppressive in summer. It is a genial climate in which Europeans, including women and children, thrive without periodically going abroad.

Educational facilities for the young are excellent. The larger towns are up-to-date and well-equipped. There are numerous resorts—mountain, river and marine, for an occasional change. In short, the Union of South Africa is a more than ordinarily attractive country for those who have an assured income or the capital with which to start a career.

A comprehensive official publication on the subject is being issued. It contains, for twenty typical South African towns, specific data about climate, environment, amenities; housing, cost of living, servants; and generally such information as will enable enquirers to judge urban residential conditions in the Union of South Africa. Explanatory publications on farming are also available.

Apply to the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2.

W.D.

DEALING WITH COMMUNISTS.

It may be said that if the Labour Party—or that big section of it which comprises Trade Unionists—object to Communists, the obvious thing to do is to exclude the "Reds" from membership of the Party and the Trades Union Congress. But this is easier said than done. As a matter of fact, efforts have been made already to shut out the extremists, without success. The difficulty has always been to discover a formula for excluding them. But it is interesting to know that a new attempt is to be made to deal with the question. The Labour Party Executive has recommended the Party leaders to disqualify members of the Communist Party from becoming Labour Party candidates for Parliament.

Probably the recommendation will be acted upon; but I am unable to see that much good will result from it. All that the Communists have to do is formally to resign from the Communist Party, and by so doing they will evade the ban which is sought to place on them. The only difference will be in that case that they will not appear in their true colours in public, and will be all the more dangerous on that account. I hear that at a recent meeting of the Labour Party the Communists turned up with letters of resignation in their pockets, and if, as they anticipated, they had been excluded by resolution from the Labour Party, they would have produced the resignations. The problem how to deal with fanaticism has always been a difficult one, as every history-book bears witness.

THE FOLLY OF IT.

One reads and hears a good deal about the losses caused by strikes, but sometimes a simple illustration puts a big problem like these Labour troubles in an impressive way. Sir Harold Bowden, head of the Raleigh Cycle Co., of Nottingham, has sent a short statement to the London Press.

"I wonder," he says, "if people stop to consider carefully the result of strikes by simple calculation of figures? For instance, the builders after being on strike for seven weeks, have gone back to work with an increase of 1d. per hour, or 2s. per week. To make up for the seven weeks' full wages which have been lost will take nearly six years. This is merely the direct loss to the employees. The loss to the employers, to industry in general, to shopkeepers and the community, is, of course, incalculable, for when industry is at a standstill nothing is being produced and the circulation of money stops."

TO-DAY TILL SATURDAY, at 5.15 & 9.15 p.m.

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"MARY AIN'T GUILTY"

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HONGKONG AT WEMBLEY.

WELL-KNOWN PEOPLE IN
CHINESE SECTION.

The Hongkong Commissioner and Mrs. Hallifax were at home at the Chinese Section of the British Empire Exhibition at Wembley on the afternoon of October 7th, when there was a representative gathering of Hongkongites and others. Tea was served in the Chinese Restaurant, accompanied by such exotics as lichees, chow-chow and dried ginger, whilst the Chinese musicians played throughout the afternoon in the restaurant. Films of Hongkong and Kowloon sights and scenes were given in the cinema theatre, and these included many of the palatial buildings, the University, a cricket match, a football match, and pictures showing how some of the big reclamation works have been carried out. Amongst the company present were:—
Sir Chas. Addis, Mr. C. G. Alabaster, Miss Mary Anderson, Mr. and Mrs. A. G. Angier, Mrs. Atkinson, Mrs. Badesley, Mr. A. H. Ballard, Mr. D. K. Blair, Mr. N. F. Blanch, Mr. and Miss Bryer, Dr. and Mrs. Bradley, Mrs. Butlin, Mr. W. Chatham, Mr. and Mrs. Crockett, Mr. and Mrs. A. E. Crapnell, Mr. and Mrs. Duncan Clark, Mr. and Mrs. H. L. Denny, and Miss Denny, Mr. G. M. Dodwell, Mrs. S. H. Dutton, Mrs. and Miss David-son, Mr. G. B. Dodwell, Miss W. E. Dodwell, Mr. G. A. Dodwell, Mr. and Mrs. G. Dutton, Mr. and Mrs. G. T. M. Edkins, Mr. W. B. Elwes, Mr. and Mrs. Chas. Ford, Rev. and Mrs. Featherstone, Mr. and Mrs. A. E. Griffin, Sir Thomas Gimlett, K.C.B., Mr. and Mrs. Edwards, and Mrs. H. Hancock, Mrs. Scott Harston, Mrs. Montagu Harston, Miss W. Harston, Col. R. K. Harvey, Capt. and Mrs. W. Higby, Mr. and Mrs. Holt, Mr. and Mrs. C. H. P. Hay, Mr. and Mrs. Henry Humphreys, Mr. Geo. Hogg, Mr. and Miss Ingles, Mr. Bulmer Johnson, Sir John and Lady Jordan, Lady Jackson, Miss M. C. Knight, Mr. A. O. Lang, Mr. de Westley Layton, Col. and Mrs. Loring, Lt.-Col. Lyons, Mrs. A. R. Lowe, Mr. W. E. Leveson, Mr. L. N. Leefe, Gen. and Mrs. Macnaughten, Mr. and Mrs. S. Macallagh, Dr. O. Marriott, Mr. and Mrs. Robt. Mitchell, Mrs. Nisbet, Mr. W. Adams Oram, Mr. and Mrs. Oram, Miss Edith Peacock, Mr. and Mrs. Padfield, Mr. and Mrs. T. Petrie, Mr. T. L. Perkins, Mr. and Mrs. A. Rodger, Mr. John Rodger, Mr. and Mrs. A. Ritchie, Mr. and Mrs. T. H. Reid, Mr. D. L. Ralph, Mrs. Rosser, Mr. and Mrs. H. G. Symms, Lady Stubbs, Mr. and Mrs. A. R. Sutherland, Sir Gershom Stewart, Mr. and Mrs. M. W. Slade, Mr. and Mrs. J. H. Scott, Mr. and Mrs. W. I. Saunders, Mr. and Mrs. Thursfield, Mr. and Mrs. J. W. Taylor, Miss Trevor, Capt. and Mrs. Vine, Mr. and Mrs. A. P. Wood, Mr. and Mrs. N. L. Watson, Mrs. Whitam, and a large number of representatives of the Colonies and Government and exhibition officials.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

November 4th, 1924.	
Hongkong and Shanghai	
Banks	\$1,167 1/2 b.
Canton Insurance	\$730 b.
Union Insurance	\$248 b.
Hongkong Fire Insurance	\$245 b.
Douglas Steamship	\$41 b.
H.K. & C. M. Steamboats	\$36 b.
"Star" Ferries	\$102 b.
China Sugars	\$100 nom.
Langkats (Combined)	\$18 1/2 b.
Kowloon Wharves	\$210 a.
Whampoa Docks	\$161 nom.
Shanghai Docks	\$18 98 b.
Hongkong Wharves	\$186 b.
New Engineering	\$110 b., \$111 sa.
Hongkong Hotels (old)	\$181 1/2 nom. (new) \$182 b.
Humphreys Estates	\$23 b.
Ewo Cotton Mills	\$10 1/2 b., \$10 10/16 sa.
Shanghai Cottons	\$15 53 b.
Oriental	\$13 31 b.
Cements	(combined) \$23 nom.
Hongkong Ropes (combined)	\$60 nom.
China Providents	(combined) \$35 nom.
Dairy Farms	\$171 b.
Watsons	(old) \$22 (new) \$14 nom.
Hongkong Electric	\$43 1/2 nom.
China Lights	(combined) \$27 s.
Hongkong Trams	\$46 3/4 sa.
Peak Tramways	(old) \$24 (new) \$24 1/2 b.
"Sholl" Transports	\$24 nom.
b—buyers; s—sellers; sa—sales.	

CINEMA NOTES.

WORLD THEATRE.
Mary Pickford in "Mary Ain't Guilty," which is scheduled for four days' run at the World Theatre, commencing to-day has no harrowing tragedy and no "sob stuff" but pathos that will tug at the heartstrings, plenty of joyous laughter, a bonus of sentiment and a compelling simplicity.

THE CORONET.
There is a soothing alliterativeness about Coogan. "The Kid" and the Coronet, which, like the picture itself, should have an instant appeal. Charlie Chaplin's name is now sufficient to ensure success to any Picture House showing a film in which he is the dominant figure. In "The Kid," there is an almost equal sharing of the honour, and Coogan lives up to youthful soundings of Jackie, which is his other name. It is impossible to describe the story if such there be. It is Chaplin in his most inimitable vein, with Coogan as an imp with a "butter won't melt in my mouth" expression. The picture is to be screened to-night and its success goes without saying.

An illustration appears in the October issue of *The Blue Peter* of the S.Y. *Cutty Sark*, Royal Clyde Yacht Squadron, owned by Major Henry Keswick, of Jardine, Matheson & Co. She was completed in 1920 by Yarrow & Co. from material intended for a British destroyer, whose building was cancelled at the Armistice. In 1922 she made a voyage round the world from Stranraer to China, via Suez, and home by the Panama Canal. She has a speed of 22 knots and is manned entirely by ex-naval personnel.



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Of course, sir, tastes differ. Some people have judgment and others have none. But I've more respect, sir, for the man who smokes always an inferior cigarette than the man who smokes good ones one day and just anything the next. Yes, sir, I can say it positively hurts to hand Kensitas to such smokers. Kensitas were not intended for such poor judges because Kensitas are too good to waste. No, sir, they were made for you and all good judges of good cigarettes.

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It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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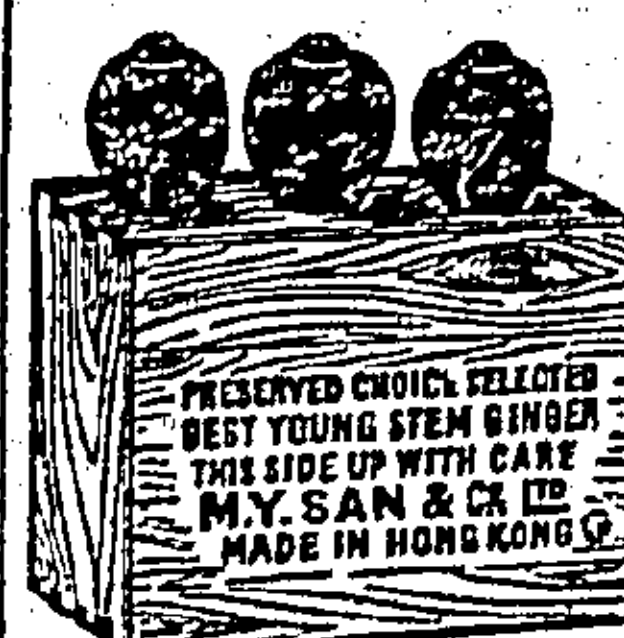
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HONGKONG LEGISLATIVE COUNCIL.

(Continued from yesterday.)

H.E. THE GOVERNOR, in the further course of his reply, said:

With regard to the Hon. Mr. Bird's remarks, I should like to say that I entirely agree with him that the best method of indicating the name of a street in which one happens to be is to put the name on a lamp. I confess that the Colonial Secretary's alternative of marking it on the floor has never appealed to me as a suitable method for bipeds whose eyes are usually glued to the ground.

The hon. member mentioned the Port Development Department. In any case, what we have paid for is, not the actual plans drawn up by Sir Maurice Fitzmaurice, but his advice generally, and whether his plans are or are not adopted we have very valuable information and advice, for which I may say we are paying what appears to me quite an adequate fee.

SPENDING TOO MUCH.

I am afraid I cannot agree with the hon. member's view about compensation for resumptions. It appears to me to be not at all unreasonable that when a man wishes to obtain something at the expense of the community he should also endeavour to return to the community the expense of what generally amounts to improvement to his own property. I confess that my opinion is that we spend far too much. We are constantly being charged sums which certainly never appear to be below the lowest market price, and certainly often above it when we take a strip of somebody's premises to widen the road. The widening of the road adds to the value of the property, and even if it did not they should be prepared to sacrifice something for the benefit of the community. As for getting anything out of the community for nothing, I certainly think they should not be allowed to do so.

The hon. member's remark that permission to erect verandahs over Crown land is a thing to which every British subject has an inalienable right, I am afraid I cannot agree with. I have no objection to erecting verandahs over Crown land, but if they do so the Crown certainly has a claim to receive something in return.

The last point in the hon. member's speech I am afraid I cannot agree with. The position of this Colony and the Straits Settlements with regard to a Municipal Council is entirely different. Singapore is a portion only of the Straits Settlements. It appears to me quite reasonable that municipal work of part of a Colony should be done by a municipal body for that purpose. Here, Hongkong and Kowloon form the Colony, and if we had a municipality we should either have no further use for the Public Works Department, in which case we are simply substituting a possibly worse form of trouble for another, or else we should retain it and duplicate the work, and inevitably there would be a great amount of overlapping and a great amount of additional expenditure. No time would be saved and a great deal of money would be wasted. These are my sentiments in that matter.

H.E.'S TERM OF OFFICE.

I should like if I may, to end with a short personal statement with regard to a remark I made in my speech when introducing the Budget, which I observed might very probably be the last Budget I should perhaps put before the Council. As the hon. member representing the Chamber of Commerce has stated to-day, the Unofficial members of the Council paid me the compliment, which I value very highly, of suggesting to the Secretary of State that my term of office should be extended. As you are aware, certain changes have taken place in the Government of Great Britain in the last few weeks, and the Secretary of State very naturally and rightly said he was unable to bind his successor in any way. I can only say that if His Majesty's Government wish that I should remain here, it would give me great pleasure, and nothing would give me greater pleasure than to continue to work with this Council, as I have worked, harmoniously, for the last five years. (Applause.)

HON. MR. HOLYOAKE'S REPLY ON THE DEBATE.

Hon. Mr. HOLYOAKE: I ask your Excellency's permission to reply to one or two points raised in your reply. I think the Director of Public Works, when he referred to the rapid filtration of water, really meant the rapid passing of water without filtration, which has resulted in the complaints made. What we are urging is the adoption of a mechanical process which will filter water very rapidly and which experience has proved for over a year in this Colony. The last report given to me was that, from January to June, 1924, there had been filtered an average of 930,000 gallons per day, including Sundays, and every filtered sample had been absolutely free. This small plant was designed for one million gallons per day but on one or two occasions, it had touched two millions in 24 hours. What we are urging is that the matter should not be left for long consideration. When tenders are in a telegraphic system, but I am very glad to say I am entitled to the benefits of a similar system on the same terms in Ceylon. You will excuse me quoting my own case, but it is the one I know best. I joined the system at the age of thirty-six, my wife being about twenty-three. I pay a trifle over 15 a month, and in return for that my wife is entitled to a pension of £200 a year for all her life or until her remarriage, and in the event of death or remarriage the pension passes to my children up to the age of 21 in the case of the daughter, and 18 in the case of the son. If any insurance company is entitled to offer me similar terms, I hope it will communicate with me without further delay. The confusion of thought, which I know exists among members of the Civil Service, is that they consider,

H.E. THE GOVERNOR: I am afraid they do not understand it now.

Hon. Mr. HOLYOAKE: I think their complaint is that if the funds remained in their own administration they would be receiving a higher rate of interest than that credited them to-day. That would have made a great difference to the pensions of widows and orphans. I suggest that the Government should consider whether the time has come for a fresh valuation of the whole fund to be made in the interests of Civil Servants. It is nothing to do with me. I am simply asking for justice on behalf of the Civil Servants.

THE TYPHOON BUOYS.

I sincerely hope that the Colonial Secretary was not serious when he said the completion of the typhoon buoys would not be absolutely finished until July next year. It should not be delayed as long as that. I submit that the work should be carried out as early as possible.

THE GOVERNMENT CIVIL HOSPITAL.

My suggestion for the removal of the Government Civil Hospital is not only in the interests of the patients themselves—it would be an economic saving, because the price received for selling the present quarters will amply compensate you for instituting the hospital further out, where conditions can easily be bettered. I admit the nurse quarters are quite good, but the hospital itself should be scrapped as soon as it is possibly can be.

TREE PLANTING.

With regard to tree planting the Colonial Secretary admitted, and you, Sir, sympathetically agreed with him, that much more could be done in the way of planting. We hope that will be the case. Certainly, the planting of flowering plants and shrubs will benefit the Colony very much from the ornamental point alone.

THE MILITARY CONTRIBUTION.

I differ, Sir, entirely from you on the subject of the Military Contribution. I know this is an extremely thorny subject. I speak for myself—I do not pretend to be the Unofficial view though I have good reason to believe it is.—This small island, Sir, is part of the British Empire. We do not pretend to pay for protection. We have a right to ask for it. The Colony contributes in no small part, in different ways to the Home Government; its contribution is a great deal larger than its area indicates, and its value to the British Empire is infinitely greater than it is often given credit for. We have a right, not only to ask, but to demand protection. We are perfectly willing to contribute our quota for upkeep, but to ask us, to support the whole defence, not only of this Colony, but of the greater area which lies beyond us in China, is a burden which the British Government has no right to force upon us, and which we are not going to accept. For that reason I have again raised the question. I do feel that if the question was put as I have suggested to the British Councils throughout China, they would feel that it was reasonable that they should be asked to pay for the protection by the forces on whom they have the right to call. This is the natural gathering point from which forces are drawn to Peking and Tientsin, and I do feel, Sir, that the whole burden of protection of the island and what lies beyond it, involving the whole of British interests in China, should not be entirely upon Hongkong.

THE ALICE MEMORIAL HOSPITAL.

I am glad, Sir, to hear that you will view with favour, if we support it, the vote for the Alice Memorial and Affiliated Hospitals, which has been suggested. I do not think it could be quite fairly said that it is entirely a religious hospital. I know the work of the hospital intimately, and while it is based generally on the broad principle of religion because of its name and of the manner in which it came into being, there is no hospital in this Colony administered on broader lines, and no hospital that admits Chinese more freely or perhaps obtains better results. It is not that I advocate it in preference to any other hospital, but it is doing a work on behalf of the Colony which is worthy of all the Government can give it. For that reason I have advocated with great pleasure an increased vote.

HIS EXCELLENCY'S FURTHER REPLY.

H.E. THE GOVERNOR: I should like to deal with the point of Widows' and Orphans' Pensions which the hon. member has raised. It is a mistake in the first instance to refer to the Fund as if it were a system which is embodied in an Ordinance, which says that in return for a certain payment, four per cent. of an officer's salary, a pension of a certain amount, varying according to age, will be available. The original fund was wound up many years ago and handed over to the Government; in return, the Government assume liability of pensions specified in the new tables. The tables were drawn up by the leading actuary in England and represented what was at that time the best available information with regard to mortality, and I do not think anybody would question the accuracy of his calculations as showing an adequate pension for the contributions received. I am unfortunately exempt from membership of the Hongkong system, but I am very glad to say I am entitled to the benefits of a similar system on the same terms in Ceylon. You will excuse me quoting my own case, but it is the one I know best. I joined the system at the age of thirty-six, my wife being about twenty-three. I pay a trifle over 15 a month, and in return for that my wife is entitled to a pension of £200 a year for all her life or until her remarriage, and in the event of death or remarriage the pension passes to my children up to the age of 21 in the case of the daughter, and 18 in the case of the son. If any insurance company is entitled to offer me similar terms, I hope it will communicate with me without further delay. The confusion of thought, which I know exists among members of the Civil Service, is that they consider,

because they subscribe, that the pension should be sufficient to maintain the widow. That is possibly a reasonable attitude if the contribution is sufficient to provide for the pension. Of course, what these people consider is that the amount is the minimum a man should provide. It does not prevent him insuring himself elsewhere for a reasonable sum. It is perfectly ludicrous to regard 4 per cent. as enough to put aside for the purpose. The whole object of the fund was to provide for numerous sad cases which came before us in the Colonial Office of people who had not taken the slightest trouble to provide insurance for their widows. It is a system introduced in order that the widows and families of officers in His Majesty's service should not be reduced to the workhouse owing to the carelessness of the husband. It was understood that the average husband would prefer to deal with the matter on the insurance basis. This scheme was simply to make sure that an officer should provide a small amount and to make sure that the widow at least received something, and was not left entirely penniless, as had been the case in some instances in the past.

This question of the return on the contribution is one which only an actuary can settle, and I confess is entirely beyond me. The tables were worked out at the rate of six per cent. compound interest. The question is whether because of the decrease in the value of money and higher rates of interest, the tables might be calculated on a somewhat higher rate. That is a matter the Secretary of State communicated with us about.

BILL IN COMMITTEE.

The Council went into Committee to consider the Bill, item by item.

Hon. Sir HENRY POLLOCK, on the vote for Public Works Extraordinary, said: In regard to Victoria Hospital (page 81, item 9) I should like to ask how it is that this year \$70,000 is being expended instead of \$130,000, and secondly, whether the \$130,000 to be expended next year will be all that will be required. My reason, Sir, for putting the second question is that it is obviously undesirable, in connection with a hospital, that the work should be delayed more than is absolutely necessary.

THE DIRECTOR OF PUBLIC WORKS: The \$130,000 to be expended next year will complete the work.

Hon. Sir HENRY POLLOCK: That does not seem to agree with the revised estimate.

H.E. THE GOVERNOR: We ought to have another heading and column in these Estimates. I did not discover it until too late.

THE DIRECTOR OF PUBLIC WORKS: The expenditure has been on site preparation. The plans for the College have not been completed; it will be some time before they will be completed for a contract to be let.

Hon. Sir HENRY POLLOCK: Really the work is suffering from lack of staff?

THE DIRECTOR OF PUBLIC WORKS: In the Architectural Department.

Hon. Sir HENRY POLLOCK: The next item is in connection with Quarry Bay School. Will that \$99,500 next year complete this work?

THE DIRECTOR OF PUBLIC WORKS: That is so, Sir. It is in the hands of outside architects—the firm of Little, Adams and Wood—and that is the amount they require to complete the work.

Hon. Sir HENRY POLLOCK: The next is Queen's Pier. I must confess that I was simply appalled when I came back to the Colony and saw the backward state of this work, and I am still extremely astonished. Notwithstanding the explanation given in the paper laid on the table to-day, I see the estimated expenditure for 1925 is \$13,000. Does that complete it?

THE DIRECTOR OF PUBLIC WORKS: Yes; that is to complete it.

H.E. THE GOVERNOR: The explanation I understood is that the stone masons have been on strike a long time. Is that so?

THE DIRECTOR OF PUBLIC WORKS: On that particular work, Sir, due to the contractor not paying his workmen. It is very difficult to get other contractors to take up the work. I have gone into the matter very carefully. They have had previous experience of this in the Departments. All the stone masons are out. H.E. THE GOVERNOR: Is there any prospect of it being completed?

THE DIRECTOR: I hope, Sir, it will be completed by the end of the year.

Hon. Sir HENRY POLLOCK: With regard to the Kowloon Hospital, I understand the work will be completed in July or August?

THE DIRECTOR: Yes; that is so.

Hon. Sir HENRY POLLOCK: Item 83, King's Park, "Laying out the ground for Reclamation purposes." I presume this is a misprint for "recreation." I should like to ask whether it is intended to lay out King's Park entirely for recreation purposes. At one time that was the intention, but apparently, from something said by your Excellency in introducing the Budget, part of the hilly surroundings of King's Park will be used for quarters for Government servants.

H.E. THE GOVERNOR: The quarters will be on the high ground. They will not really obtrude on recreation.

Hon. Sir HENRY POLLOCK: I am glad to hear the Government is now going to utilise this ground for recreation purposes. I suppose this sum (\$70,000) will complete the work.

THE DIRECTOR OF PUBLIC WORKS: Yes; that will complete the work.

The Bill having passed through Committee, the Council resumed and on the motion of the COLONIAL SECRETARY, seconded by the COLONIAL TREASURER, the Bill was read a third time and passed.

THE ADJOURNMENT.

H.E. THE GOVERNOR: The Council will adjourn until Thursday, November 13th. (Continued on next column.)

CANTON NOTES.

[FROM OUR CHINESE CORRESPONDENT.]

THE GOVERNMENT AND THE CHAMBER OF COMMERCE.

The Government has ordered the General Chamber of Commerce of Canton to elect another president in place of Mr. Chan Lim Chung, whom it regards as a rebel providing aid for the enemy. The Chamber will probably be divided and its activities curtailed for the time being, as the anti-Bolshevistic members have announced that they will not recognize an election forced on the Chamber by the Reds. Mr. Chan Lim Chung is a brother of Mr. Chan Lim Pak, commandant of the Canton Merchants Volunteer Corps, now opposing the invasion of the Reds into the economic and political life of Canton.

VOLUNTEERS' PROPERTY CONFISCATED.

According to a Red report, less than 60 buildings and plots of land formerly belonging to members of the Canton Merchants Volunteer Corps have been confiscated. Their total value amounts to about \$1,700,000.

CONFLICTS IN INLAND DISTRICTS.

Conflicts between the Reds and the Merchants Volunteers in the inland districts of Kwangtung during the last fortnight resulted for the most part in favour of the Reds, who picked out weak and poorly defended towns and cities to attack and employed incendiarism as a means to compel the Volunteers to retreat.

NANYANG COMPANY'S BUSINESS INTERRUPTED.

The Reds in Canton have so annoyed the Nanyang Brothers Tobacco Company in Canton that the latter has had to suspend business for the time being. The interference with the company has been based on the fact that among the stockholders is Mr. Chan Lim Pak, commandant of the Canton Merchants Volunteer Corps whom Dr. Sun is accusing of treason. Dr. Sun has refused to accept the point that the Nanyang Brothers is a limited and incorporated concern liable only for the acts of its incorporated self and not concerned with the affairs of its numerous stockholders.

THE CUSTOMS.

Dr. Sun Yat Sen, acting as the Generalissimo of the Kuomintang Government in Canton, has dismissed Mr. Loh Kwai Fong from the office of Superintendent of Customs, replacing him with Mr. Fan Ki' Moo, an extremist belonging to the faction of Mr. Hu Han Min, Civil Governor at Canton. Mr. Loh was placed in the Superintendentcy of the Customs a fortnight ago on his boast that he would be able to seize the Chinese Maritime Customs administration in Canton.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held, the COLONIAL SECRETARY presiding.

HARBOUR OFFICE VOTE.

The Governor recommended the Council to vote a sum of \$1,500 in aid of the vote Harbour Master's Department, Other Charges, Repairs to Boats and Buys. The CHAIRMAN: This vote of \$1,500 is made up as follows: The sum of \$1,056 for placing cement concrete buoys in the channel in Deep Bay leading to Shum Chun river. The old marks were continually destroyed and the iron work did not last. These are new buoys designed in the Public Works Department, and we hope they will last. The sum of \$400 is required for the remainder of the year. These are extra charges. The estimate was found insufficient.

NEW ARCHITECTURAL OFFICE.

The Governor recommended the Council to vote a sum of \$20,000 in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, 27, New Architectural Office.

The CHAIRMAN: The Committee voted \$20,000 for this work, but it is estimated, a further sum of \$20,000 is required, as it is hoped to complete the building by the end of December.

VOLUNTEER DEFENCE CORPS.

The Governor recommended the Council to vote a sum of \$1,500 in aid of the following votes:

Military Expenditure, B.—Volunteer Defence Corps, Other Charges: Camp Expenses \$ 500 Equipment and Upkeep of Arms 1,000 Total \$1,500

The CHAIRMAN: These sums are required because the number attending camp was greater than expected, and owing to the general increase in the personnel.

A BEACON LIGHT.

The Governor recommended the Council to vote a sum of \$500 in aid of the vote Public Works, Extraordinary, New Territories, Miscellaneous, Beacon Light, Cheung Chau Channel.

The CHAIRMAN: A vote of \$10,000 for this work was taken on the 18th May, but it has been found necessary to do some extra work to the foundations to secure the beacons more firmly to the reef.

INCIDENTAL EXPENSES.

The Governor recommended the Council to vote a sum of \$500 in aid of the vote Governor, Other Charges, Incidental Expenses.

The CHAIRMAN: This amount is required for incidental expenses not estimated for.

CARGO PILFERAGE IN THE HARBOUR.

ALLEGATIONS AGAINST JUNK MASTERS.

HOW SEALS WERE REMOVED.

The hearing was begun at Kowloon Magistrate before Mr. E. W. Hamilton, yesterday afternoon of a case of considerable interest to the commercial community.

Lo Yung and Ho Fai, both masters of cargo boats were charged with stealing nine piculs, 43 catties of cassia oil, a valuable cargo, the property of Messrs. Botelho Brothers, in Hongkong Harbour on October 21st. They were also charged with conspiring to steal the oil with Chan Sing and others not in custody.

Mr. D. H. Blake, prosecutor, Mr. Armstrong appeared for the first defendant, and Mr. Leo d'Almeida for the second. Mr. M. F. Key attended the proceedings on behalf of the Hongkong General Chamber of Commerce.

Mr. Blake explained that Messrs. Botelho Brothers, importers and exporters carrying on business in the Colony, purchased from Messrs. Kwan Cheong a considerable quantity of cassia oil in bulk for export to U.S.A. It was analysed and poured from the maker's containers into drums, the cargo being then weighed and measured under the supervision of the Official Measurer, and then there were sealed by Messrs. Botelho Brothers. The drums, 15 in number, were removed to a junk for the purpose of loading on the s.s. *Clio of Kingston* on October 21st. On the way, in mid-harbour, four of the drums were opened and the contents of three were taken out and put into other vessels, the property of the first defendant and others. Instead of proceeding to the ship, the junk passed it, and went to Shamshui, where it was boarded by the Police, and the defendants arrested.

The Magistrate: How did you know that pilfering would be going on?

DETRIMENTAL TO COLONY'S TRADE.

Mr. Blake explained that there was a conspiracy between the defendants and others, who arranged with the plaintiffs' tallyman that the oil should be taken out, the drums refilled with sea water, and the seals replaced, so that the cargo could be shipped. The oil was worth between \$302 and \$395 per picul, and it would have been sent in all good faith to the United States where it would have been discovered that in spite of all the guarantees of the *bona fides* of the cargo, which accompanied it, in the shape of the Government analyst's certificate and the Sworn Measurer's certificate of weight, part at least of the cargo would have been nothing else than sea water, and such a state of affairs could not but be greatly to the detriment of the trade of Hongkong. It was a very serious matter concerning the honour of Hongkong merchants, and the Chamber of Commerce and the commercial community in general were extremely anxious that everything possible should be done to put a stop to cases of this kind.

Mr. G. A. Carvalho, assistant in Messrs. Botelho Brothers office, gave evidence that the cost of the shipment was \$18,592, and produced the Sworn Measurer's certificates of weight.

In reply to Mr. d'Almeida, the witness said he learned the night before the steamer sailed that a conspiracy was afoot to substitute water for the oil, and a report was made to the Police accordingly. The Police followed the junk across the Harbour in a launch and witness accompanied them.

Mr. d'Almeida: When you saw the boat was not going alongside the *Clio of Kingston* why didn't you stop the junk at once? This question caused some little amusement in Court, and the witness replied: "I didn't, because we wanted to see what they were doing and where they were going to."

Mr. d'Almeida also elicited that the second defendant was not present when the first man was arrested. The witness added, however, that several of those on the junk escaped to shore.

Mr. H. M. Remedios, also an assistant in Messrs. Botelho Brothers office, spoke to being present when the drums were filled, measured and sealed. The sealing was done by passing a piece of string through a hole in the screw-on bung and through an eyelet in the drum itself, and then clamping the two ends of the string together with a lead seal. The witness added that a Chinese did the weighing, first the empty drums and then the drums with the oil inside.

DO YOU WANT TO BE RICH?

The Magistrate asked if he was to understand that the Official Measurer signed for transactions he had never seen.

Mr. Blake: I think the certificate is signed in the office. The Measurer is not here I am afraid.

The Magistrate: It seems rather extraordinary to me, I am ignorant of commerce, but whenever I sign anything it is something I have seen to myself.

The Magistrate was informed by Mr. Blake later in the case that Mr. Wakeham, the Assistant Official Measurer, was present during the weighing.

The next witness was the No. 2 tallyman employed by Messrs. Botelho Brothers. He said he had been with the firm for seven years, and had been a tallyman for one year. About the 15th of October the first defendant, Lo Yung, invited him for an outing on the Harbour. They went in a sampan and had "cheerful conversation." The witness went on to relate how on several subsequent occasions they went on similar trips and had "jolly words," "pleasant conversation," or "idle talk." On the fourth outing Lo Yung said to him "Do you want to make clean money?" He replied, "Yes, if it is clean money." Lo said: "You will have some cassia oil going soon."

Mr. Blake: How would he know that? Witness: Because a little time before he was asked to carry the empty iron drums in his boat.

(Continued on next column.)

SUMMARY COURT.

QUESTION OF LANDLORDS' RIGHTS.

ANOTHER POSSESSION CASE.

Sitting in Summary Jurisdiction yesterday morning, the Chief Justice, Sir Henry Gollan, heard a case for possession, the plaintiffs in which were Yeung Pak Lan and U Kwong Ming, the landlords of Nos. 138, 140, and 142, Hollywood Road.

Mr. R. A. Wadeson appeared for plaintiffs, and the tenants were represented by Mr. C. A. S. Russ.

The main points of the claim were that the outside walls were not party walls and that the part of the rear wall which was not to be pulled down was primarily a retaining wall. Mr. Wadeson pointed out that the back of the houses faced on a street called Square Street and the ground floor was several feet below the level of that street. The wall was primarily built to support Square Street.

Mr. Dyer Ball had held that the landlords had no right to pull down a wall which was built for the purpose of preventing a street from falling into the back kitchen.

Mr. O. B. Raven, architect, called in support, said that the whole of the house on the site was to be pulled down, but cross-examined he admitted that the plan submitted to the Building Authority showed certain particulars which were not intended. A part of the wall marked to be left standing was to be pulled down.

Mr. Russ submitted that the certificate was obtained on a plan which might not have obtained the approval of the Building Authority. If the landlords were to obtain possession they must start over again. They must submit a new plan, obtain a new certificate and issue a new notice to quit.

Mr. Wadeson said that the latter defence had been sprung on him but he thought that inasmuch as he stated the exact nature of the reconstruction and had obtained a certificate his rights had accrued.

His Lordship reserved judgment.

BALANCE ON MATTHEW.

JUDGMENT GIVEN AGAINST EUROPEAN BROKER.

Low Fook, of 7, Whitfield Street, made a claim for \$150 against Mr. S. Dunn, broker, of the China Building, being the balance due on a match he had erected for defendant.

Defendant failed to appear, and His Lordship said he thought Mr. Watson was acting in the matter. Mr. C. A. S. Russ who appeared for plaintiff, said that he had rung up Mr. Bennett, that morning, and had informed him that the case was coming on, but the latter replied that he was not certain whether they had any further instructions, and if Mr. Watson did not appear it would indicate that they had received none.

Low Fook said that he was a matchmaker and contractor. He arranged with defendant to build him a matchbox at Repulse Bay. That was sometime in June. He produced the rough plan, on which was the price \$200. This was the plan he had taken to defendant, who marked on it the agreed price.

Mr. Russ explained to His Lordship that Mr. W. O. Weaver, architect, visited the matchbox on completion, but that gentleman had since died, and it was necessary for them to get Mr. Young to visit the place and report on it. He applied for Mr. Young's fee.

His Lordship gave judgment for plaintiff for \$150 with costs, and said Mr. Young's fee would be assessed by the Taxing Master.

Continuing his account of the conversation the witness explained that Lo Yung went a little more into details, and again said: "Do you want to be rich?" The witness replied: "This sort of richness: Oh, let me think about it first."

Mr. Blake: The next morning you reported the matter at the office?—Yes.

At a later stage witness related how the shares in the booty were arranged, he, Lo Yung, Ho Fai and Chan Sing participating.

When the cargo was placed on the junk, Ho Fai and a stranger came up from below and with Lo Yung and the rest of those on board, the cargo was opened. The string of the seals was cut and the burlaps of the drums unscrewed with a large wrench. The party also had Bradawls of fine gauge for the purpose of removing the string from the seals and inserting fresh string later. Four drums were opened and the contents of three were poured into empty vessels provided in the hold. They were about to start on the fourth drum when those on board noticed the Police launch arriving. The witness suggested that they were only casual trippers on a motor boat and said: "Hurry on with the work."

By this time the boat had come alongside another junk at Shamshui, and the party were still engaged in pouring out the oil. The Police came close up, one man began to yell, and a woman suggested that they should all do so. Witness said: "Don't run." However, they ran. Lo Yung was last and witness grabbed him. The further junk was connected by a plank to the shore.

Before the Court rose for the day Mr. Armstrong informed the Magistrate that the junk was the property of the first defendant's wife, and it seemed hardly fair that the Police should retain it "for the purpose of bolstering up the flimsy case brought against the first defendant."

The Magistrate: I don't know: if this is a flimsy case I would hate to have a strong one against me. I have no evidence before me that the junk is the property of the wife. It may be required for inspection at the Sessions.

Mr. Blake mentioned that he thought after the Magistrate had seen the junk it might be released if the Police had no objection.

Defendants were then remanded in custody until Thursday at 2 p.m. Mr. Blake intimated that he was asking for commitment to the next Sessions.

CRICKET NOTES.

The Selection Committee announced that the following six gentlemen have definitely been selected to play in the forthcoming Interport Match: R. H. Hancock, T. E. Pearce, A. C. I. Bowker, Rev. E. K. Quick, Q.M.S. Stripp and Pay-Lieut. Commander Hargreaves, R.N.

The following teams have been selected to play on Wednesday next in an Interport Trial, provided, and when, they can get away! There is, I am told, no attempt to separate the sides into Probables and Possibles but the idea is rather to put the best batting up against the best bowling:

Hancock's Side.	Wood's Side.
R. Hancock	Wood
Pearce	Jacob
Stripp	Stewart
Hargreaves	Holdman
Young	Hamilton
Evans	Kent
Pendered	Mitchell
Webster	Omar
More	Powell
Balchatchet	Reed
Quick	Bowker
	Hansay
	R. E. O. Bird

So much for the future. Now for the past—I had almost written, the dreadful past. It is true that last Saturday the Probables, after Pearce and Hancock retired, had to bat on a crumbling wicket in a bad light. But they may have to do the same in the Interport, and after fielding for more than 200 runs! Again, neither F. N. Young nor Omar, well as they batted, are recognised as leading batsmen even among the Possible side. But they made very light of the bowling.

One very encouraging thing was the fielding, which was really quite good on both sides, while some very nice catches were held. Powell showed that he could keep his length for seventy minutes on end. Reed nearly had Pearce twice and was bowling very well, but his Yorker does not seem to be coming off as it used to.

The backing up is still very bad, and Balchatchet lost his wicket through stopping in his crease. It seems so elementary: the batsman at the bowler's end should walk a yard or two after the ball is delivered and be moving down the wicket when the ball arrives at the other end. He is thus in motion and should be able to get home most times. Yet so many walk a few perfunctory steps—starting behind the wicket—and pull up dead when they get to the popping crease. Thus they have to waste the time of starting all over again. It was a short enough run, but in my opinion—and I think I could see better than most people—Balchatchet ought to have had time to get home, as Hamilton did not throw the wicket down, for Holdman had to gather the ball and sweep down the wicket.

There are one or two small points that require attention. It should be clearly explained to the wicket-keeper that the score should be left up on the board—and by this I mean the top line, i.e., the total—until the beginning of the next innings—say when the first pair of batsmen come out. This has not been done for a long time now and requires seeing too. I hope the scorer will be chosen soon. He will have to buy some barbed wire to keep the scoring box quiet. Personally I should be glad to see a separate match put up for the scorers, and the present box given to the Press for the time being. The whole box itself is a mistake, but I believe the Committee have the matter in hand.

Everyone will be glad to hear that Lt. Col. Robertson is the umpire selected by Hongkong. His decisions now are as good as his batting used to be and that is saying a good deal.

We shall be very glad to welcome Hayward of Shanghai to the Colony. He arrives in December, I believe, and should be a useful Interport man in May next if he can get off to go. He is a fine bat and brilliant at mid-off.

I understand that a new society is being inaugurated to prevent anyone, who either takes part in, or watches, the whole of a game of cricket, from writing an account of it, or from criticising the play. It will help some people.

R. AMBIT.

CRICKET.

I.R.C. v. R.E.

The following will represent the Indian Recreation Club and XI in a friendly match against the R.E. 2nd XI on the latter's ground at 2.15 p.m. on Saturday, the 8th November:—H. D. Ramjahn, S. A. R. Ismail, Sirdar Khan (capt.), N. B. Kitchell, M. P. Madar, E. A. Moosdeen, J. S. Acker, Y. A. Wahab, A. R. Minu, A. K. Minu, and R. Nazarin. Reserve: I. Hassan.

HOCKEY.

CLUB "A" TEAM v. NAVY "A."

The following will represent the Club at Happy Valley to-day, November 5th at 5 p.m.—Club colours:—J. H. Keam, J. Wedlake, C. F. Lloyd, D. S. Green, L. A. R. Duncan, H. H. Rose, W. H. Locke, H. G. Gardner, J. Kinross, J. C. Faers, and A. Bower (capt.).

H.K.H.C. 1st XI v. 2nd XI BOMBAY GRENADIERS.

The following will represent the H.K.H.C. 1st XI against the 2nd XI Bombay Grenadiers on Friday, November 7th, at 4.45 p.m. sharp:—The U.S.R.C.:—P. W. F. Mills; F. C. Manolo-Hughes and G. H. Piercy; D. L. Ralph; E. J. R. Mitchell (capt.), and Rev. E. W. Martin; D. H. T. McMaster, G. B. Hett, W. J. Woodward, H. J. Armstrong, and B. D. Evans.

SHANGHAI RACES.

A. N. DALLAS IN FINE FORM.

By courtesy of the Hongkong Jockey Club we are enabled to publish details of the first two days' racing at the present Shanghai Race Meeting. Yesterday's results were:—

PAGODA CUP—1½ Miles.—Woolly Merchant (Mr. Brand); 1; Ashlon (Mr. O'Brien); 2; Varished Duck (Mr. E. McBain); 3. Time: 2mins. 59.1-secs.

THE NORTHERN CUP—1 Mile.—Symphony (Mr. Brand); 1; Archer (Mr. A. V. White); 2; Wyvesfield (Mr. Edgar); 3. Time: 1min. 29.4-secs.

THE CHINA CUP—1 Mile.—Theatreland (Mr. Maitland); 1; Master Robert (Mr. Heard); 2; The Country Bird (Mr. Brand); 3. Time: 2mins. 6.2-secs.

CHINESE CUP AND SHANGHAI STAKES—1½ Miles.—Bonnie Scotland (Mr. A. N. Dallas); 1; Altai (Mr. Vida); 2; Young Bill (Mr. Springfield); 3. Time: 2mins. 12.3-secs.

LAMA MIAU STAKES—2 Miles.—Harbin (Mr. Brand); 1; Forest Land (Mr. A. N. Dallas); 2; Patsfield (Mr. Heard); 3. Time: 4mins. 27.3-secs.

THE RUBICON PLATE—1½ Miles.—Booran (Mr. A. N. Dallas); 1; The Red Bird (Mr. Brand); 2; Arrow (Mr. C. Kum); 3. Time: 2mins. 43.4-secs.

THE SICCAWEL PLATE—1½ Miles.—Ataman (Mr. A. N. Dallas); 1; White Knight (Mr. Springfield); 2; Roman Oriole (Mr. McBain); 3. Time: 2mins. 37.4-secs.

THE MONGOLIAN PLATE—7 Furlongs.—Title Deed (Mr. Brand); 1; Windermere (Mr. Bauld); 2; Sweet Sensation (Mr. Heard); 3. Time: 1min. 51.4-secs.

The results of the 7th and 8th races, namely the Bacing Stakes and the Syce Stakes, had not come to hand at a late hour last night.

MONDAY'S EVENTS.

The racing on Monday resulted as under:—

ROYAL NAVY CUP AND SUBSCRIPTION GRIFINS STAKES—1 Mile.—Black Monday (Mr. White); 1; Title Deed (Mr. Brand); 2; Riverside Boy (Mr. Sokoloff); 3. Time: 1min. 34-secs.

THE MALO PLATE—1 Mile.—Rayfield (Mr. Heard); 1; Shenkoland (Mr. Dallas); 2; The Bittern (Mr. S. McBain); 3. Time: 57.3-secs.

THE CRITERION STAKES—1 Mile.—Zouave (Mr. Springfield); 1; Symphony (Mr. Brand); 2; Brackenfield (Mr. Heard); 3. Time: 2mins. 1.3-secs.

THE MAIDEN STAKES—1 Mile.—Booran (Mr. A. N. Dallas); 1; Christmas Rattle (Mr. Heard); 2; The Young Bird (Mr. Brand); 3. Time: 1min. 30.2-secs.

THE FAIR WAR STAKES—1½ Miles.—Borderland (Mr. A. N. Dallas); 1; Young Bill (Mr. Springfield); 2; Harbin (Mr. Brand); 3. Time: 3mins. 15-secs.

THE SHANGHAI ST. LEGER—1½ Miles.—Bonnie Scotland (Mr. A. N. Dallas); 1; Theatreland (Mr. Maitland); 2; Altai (Mr. Vida); 3. Time: 3mins. 52.3-secs.

THE ECLIPSE STAKES—1½ Miles.—Portland (Mr. A. N. Dallas); 1; The Red Bird (Mr. Brand); 2; Brain Wave (Mr. Springfield); 3. Time: 2min. 45.4-secs.

THE AUSTRALIAN CUP—1½ Miles.—New Zealand (Mr. A. N. Dallas); 1; Don Alphonso (Mr. Heard); 2; White Knight (Mr. Springfield); 3. Time: 2mins. 36.1-secs.

THE WINGPOO STAKES—1½ Miles.—Diamondland (Mr. A. N. Dallas); 1; The Nightingale (Mr. McBain); 2; Jack Flint (Mr. Brand); 3. Time: 3mins. 19.3-secs.

THE KALGAN PLATE—1 Mile.—Paaborg (Mr. Heard); 1; Mustard (Mr. Bauld); 2; The Unsympathetic Bird (Mr. Brand); 3. Time: 2mins. 14.4-secs.

GOLF AT FANLING.

CAPTAIN'S CUP COMPETITION.

Three players tied in the Captain's Cup competition at Fanling last Saturday, returning handicap cards of 173, as under:—

J. W. Walker 81—6-73
D. G. Bruce 87—14-73
G. H. Benson 91—18-73

These three competitors will play off. Mr. J. M. Walker is the winner of the optional Pool (36 entries).

FILIPINO'S NAP.

LEADS TO HIS VISITING THE KOWLOON COURT.

When a Filipino appeared before Mr. E. W. Hamilton at the Kowloon Magistrate yesterday, charged with stowing away on the s.s. *Empress of Canada*, he advanced the plea that he had been working on board the vessel, and had fallen asleep. Finding, when he awoke, that the ship had sailed he immediately reported to an officer.

The man was remanded until to-day.

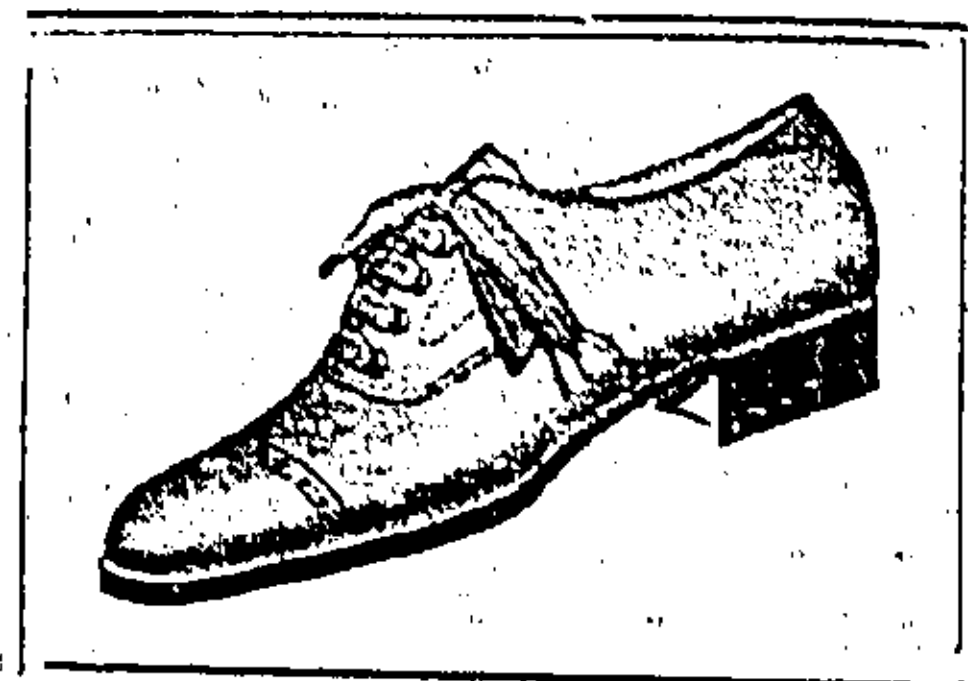
ITALIAN OPERA.

"LA TOSCA" AT THE THEATRE ROYAL.

At the Theatre Royal last night, the Italian Opera Company scored another well-deserved success when they presented the old favourite "La Tosca," with the following cast:—

Flora Tosca Mlle. Alessandra Lashkova
Mario Cavaradossi Sig. Emanuele Giletta
Baron Scarpia Sig. Fiefo Scamuzzi
Cesare Angelotti Sig. Carlo Mibocchi
A. Sacristan Sig. Congetto Paterni
Spoleto Sig. Barontini
Sciaron Sig. Contini
While all the principals were heartily applauded for very excellent work perhaps the highest favour of the audience was divided between Mlle. Lashkova in the title role, and Sig. E. Giletta, both of whom played and sang with marked distinction.

SHOES OF WORTH.



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IN THE SELECTION OF YOUR SHOES AS IN THE SELECTION OF YOUR OTHER WEARING APPAREL?

YOU SHOULD, FOR NO MAN IS CORRECTLY DRESSED WHO IS NOT CORRECTLY SHOD.

NETTLETONS ARE SHOES FOR THE WELL-DRESSED MAN.

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Now is the time to place an order with us for St. Andrew's Ball.



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GENTLEMEN'S TAILORS & OUTFITTERS.
HONGKONG HOTEL BUILDINGS, PEDDER STREET.

NEW ADVERTISEMENTS

NOTICE.

THE Public are Reminded that the FIRE BRIGADE DISPLAY together with the Finals of the Motor Pumps and other Competitions takes place on WEDNESDAY, the 5TH INSTANT, at the Central Police Station Compound commencing at THREE P.M.

E. D. C. WOLFE,
Chief Officer, Fire Brigade.

[1455]

M.C.L.

FANCY DRESS BALL.

CITY HALL.

FRIDAY, 7TH NOVEMBER,
at 9.30 P.M.

TICKETS—\$4 Even from—

ANDERSON MUSIC CO., LTD.,
MOUTRIE & CO., LTD.,
And at the Door.

Evening Dress may be worn on Payment of \$1 Extra at the Door.

[1456]

NOTICE.

MR. FREDERICK CHARLES HALL,
having returned to the Colony, resumes Charge of our Insurance Department from Date.

JARDINE, MATHESON & CO., LTD.
Hongkong, 4th November, 1924. [1448]

NOTICE.

IT IS HEREBY NOTIFIED that the Interest and Responsibility of Mr. S. H. DUTTON in our Firm Ceased as from the 31st AUGUST, 1924.

E. D. SASSOON & CO., LTD.
[1452]

NOTICE.

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of Mr. DENIS EWART DONNELLY in our Firm Ceased on the 31st OCTOBER, 1924.

The Business will be carried on as heretofore under the Style of "DONNELLY & WHITE."

[1450] DONNELLY & WHITE.

NOTICE.

NOTICE IS HEREBY GIVEN that as from the 1st day of NOVEMBER, 1924, DENIS HENRY BLAKE has been taken into Partnership in the Undersigned Firm which will continue to be carried on under the Same Name as heretofore.

[1451] WILKINSON & GRIFF.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 918 for 5 Shares, \$4 per Share paid up, Number 9026/9830 in this Society standing in the Name of HORNUSIEB GOVVERBER, SEEN, of Bombay, has been Declared LOST and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 24th October, 1924. [1453]

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

NOVEMBER 10th, at 9.15 P.M.

FIRST TOURNAMENT OF THE SEASON.

G.P.O. JIM CARTLIDGE

CAPTAIN MATTY SMITH.

FIFTEEN 2 MINUTE ROUND CONTEST for the LIGHTWEIGHT CHAMPIONSHIP of the Colony.
And About Six Other Minor Contests.

BOOKING at MOUTRIE'S for MEMBERS ONLY on NOVEMBER 10th and 11th.
GENERAL PUBLIC—NOVEMBER 12th, 13th and 15th.

Prices—\$10.00, \$3.00 and \$1.00.

NOTE.—Members of the Hongkong Boxing Association are entitled to One Entrance Free each for \$5.00 on production of their Membership Cards. Members are Requested to sign their Names when taking Tickets at the Reduced Rate.

[1441]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN HENRY WILLIAM ARMSTRONG, late of Victoria in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 68 of the Probate Ordinance 1897 (No. 2 of 1897) made an Order Limiting the Time for sending in Claims to or against the above Estate to the 30th DAY OF NOVEMBER, 1924.

Creditors and Claimants are hereby Required to send their Claims to the Undersigned by the above Date.

Dated the 1st day of November, 1924.

DEACONS,
Solicitors to the Attorney for the Executive,
1, Des Voeux Road Central,
Hongkong.

[1442]

INTIMATIONS

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for THE SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 29th NOVEMBER, 1924 (weather permitting), may be obtained at the Race Course, Hong-kong Club and CAUSEWAY BAY STABLES.

Entries will Close at 12 O'CLOCK NOON on SATURDAY, 16th NOVEMBER, 1924.

[1443]

NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association—

A. H. CARROLL	HARRY O. ODELL
M. A. RAZACK	SOO PUI SHAO
J. W. KAW	W. J. CARROLL
O. KITCHELL	P. H. HODGSON
YIP YUN FAK	M. P. LO
E. M. L. SOARES	F. X. V. RIBEIRO
E. E. EDWARDS	LAU TAK PO
J. P. GROSS	A. A. LOPES
V. YANOVICH	F. X. D'ALMEIDA
A. P. GRAVES	REXEMEDIOS
H. M. H. EMMETT	JACK DEBAR
SEW KEN CHI	

By Order of the Committee,
J. W. KEW,
Secretary.

Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange—

ABRAHAM, EZRA	LAMBERT, H. A.
ALVES, A. A.	LOAN, W.
BAGRAM, J. T.	MATHESON, R. T.
BENJAMIN, Y.	NISSEN, A.
BIRKETT, H.	PERRY, T. S.
COX, M. J.	PETROW, R.
CROUCHER, N. V. A.	POTTS, G. H.
ELIAS, F. M.	POTTS, P. C.
GOULD, J.	RAYMOND, E. M.
GUTTERIDGE, A. A.	SILVA, P. M. N. de
KAW, FRANK	SMITH, F. R.
LAMBERT, G. P.	TESTER, P.

By Order of the Committee,
A. NISSIM,
Secretary.

Hongkong, 6th May, 1924. [775]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SARDINIA."

ARRIVED HONGKONG ON 1st NOVEMBER, 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 1st November, 1924. [1444]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'AOSTA" FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 30th instant.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th Nov. will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Nov., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODDWELL & CO., LTD., Agents.

Hongkong, 30th October, 1924. [1425]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the NEWS OF THE FAR EAST

is given in the HONGKONG WEEKLY PRESS with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—\$13 per annum for delivery in Hongkong; including Postage to any part of the world—\$15.

INTIMATIONS

NOTICE.

HAVING Been Appointed the Hongkong Representative of Messrs. A. & S. HENRY & Co., Ltd., of Manchester, I have THIS DAY established Myself in the Bank of CHINA Building, 1st Floor, No. 6, Queen's Road Central.

S. H. DUTTON,
3rd November, 1924. [1443]

NOTICE.

THE HONGKONG AND CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 14th DAY OF NOVEMBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from 9th to the 14th NOVEMBER, 1924, both days inclusive.

By Order of the Board of Directors,
M. MANUK,
Secretary.

Hongkong, 31st October, 1924. [1430]

HONGKONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 8th NOVEMBER, 1924, commencing at 2.45 P.M.

The First Bell will be rung at 2.15 P.M.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LUNZARD & DAVIS at \$5 each up to FIFTEEN NOVEMBER 7th.

The Stewards invite the Ladies of Hongkong to be present.

[1427]

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

As, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL.

This is to Inform You that TAIT & CO. AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the GREAT NORTH-EAST TELEGRAPH CO. and a Wire to "TAIT" or "COALSUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used.

[1427]

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Address—"A.B." care of Daily Press.

[1316]

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 1416, PEDDER STREET.

Apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., Ltd.

[1196]

TO LET.

OFFICE ROOMS in CENTRAL POSITION Apply—
LINTHARD & DAVIS,
[Alexandra Buildings.]

[1209]

ON SALE.

HONGKONG HANDBOOK REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

PRICE 85.

DAILY PRESS OFFICE.

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THE CORONET REVIEW.
(The latest news-reel of the world).

TO-DAY AND TO-MORROW AT
THE CORONET

INTIMATIONS

DEWAR'S

THE MONARCH OF WHISKIES

In the supremacy of its mellow maturity, in the dominance of its perfect purity, in the majesty of its constant character, DEWAR'S is veritably the monarch of whiskies. Not idle words but praise cordially affirmed with all sincerity by the world-wide preference for

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

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By Royal Appointment to His Majesty The King.

SOLE AGENTS:

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Wine and Spirit Merchants.

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London Office: 181, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 5TH, 1924.

H.E. THE GOVERNOR.

THE interesting fact was made public by the Hon. Mr. HOLYOAK in the course of the Budget debate in the Legislative Council on Monday that the Unofficial Members of the Executive and Legislative Councils of the Colony had unanimously recommended to the Secretary of State for the Colonies that the period of service in this Colony of Sir REGINALD STUBBS as Governor should be extended.

It happens that rarely, we believe, that a Governor's term of service in a Crown Colony is extended. The exception was made in the case of the late Sir HENRY MAY and a very good case could be made out why it should be made also in the case of his immediate successor in office.

His Excellency, who arrived in the Colony in September, 1919, has served the full term of five years, and there has been a good deal of speculation in the Colony lately as to where a Labour Government would be likely to look for a successor.

The political change at Home, however, has for the time being postponed all such appointments and it will be left to Mr. TRAVERS's successor in the Colonial Office to consider and decide upon the recommendation which has gone Home from the Unofficial Members of the Councils for the retention of Sir REGINALD STUBBS here for further service. While, if we may be permitted the remark, His Excellency has not shone in the social sphere, we are satisfied that it is generally recognised in the Colony that in Sir REGINALD STUBBS we have a most capable and very sound administrator. So much the general public is able to judge from His Excellency's public speeches on matters which concern the administration. Apart from the officials who work directly under him—and they one and all appear to entertain the highest respect for his

abilities and sound judgment—there are few in a better position to judge of His Excellency's abilities and fitness for the responsible position he occupies than are the Unofficial Members of the two Councils, and it is a tribute which His Excellency may well highly value when the Unofficial Members find themselves able unanimously to recommend to the Secretary of State that his period of service in the Colony should be extended. We entirely agree that it would be a great misfortune if the Colony were to lose the services of Sir REGINALD STUBBS at the present time, when so many large questions of great importance to the Colony, which His Excellency has very closely studied, have yet to be fairly launched. The transfer of the Military lands, the Port Development Scheme, the Telephone Company's contract, are but a few of the subjects that come instantly to mind. While there is a good deal to be said for the rule of the Colonial Service that Governorships are tenable only for a period of five years, it has its obvious disadvantages in a Colony in the stage of development that Hongkong is in at the present time, when the Colony has a Governor who really lays himself out as Sir REGINALD STUBBS has done to get a thorough knowledge of its manifold problems. His Excellency has not entirely escaped criticism during his administration, but it can certainly be said that he has won the confidence of the community, and all who are in any degree informed of his labours in the general interests of the Colony would assuredly regard his transfer at the present time as a misfortune, and those who are best informed would regret it the most.

The Manila Observatory at 2.30 p.m. yesterday reported a cyclone or typhoon E. of Mindanao moving West.

Presenting a very smart appearance, the 1st Battalion, the East Surrey Regiment, practically at full strength, marched through Hongkong yesterday.

Stoker A. E. Clure, of H.M.S. *Titanic*, has reported that on Monday night, a Chinese robbed him of his wallet, containing \$50, in Battery Path, near St. John's Cathedral.

Six cases of typhoid were notified to the Medical Officer of Health last week. Five were Chinese and one was an Australian imported case. There were two deaths from the disease.

Mr. E. W. Hamilton, sitting at the Kowloon Magistracy yesterday, imposed a fine of \$30 on a bus driver convicted of driving his vehicle to the public danger in Nathan Road on October 17th.

There will be an Open Lecture at the Helena May Institute on Monday next, November 10th, at 5.30 p.m., given by Hon. Mr. H. W. Bird. Subject: The British Empire Exhibition.—Advvt.

"The Life of a Disciple" will be the subject of this week's public lecture of the Hongkong Lodge of the Theosophical Society, 16, Queen's Road Central, on Wednesday, November 5th, at 3.45 p.m. All are welcome.—Advvt.

An unknown Chinese, aged 20, was killed last night in an accident in a godown at Hol's Wharf, Kowloon. A heavy bundle of cloth fell on him, with fatal results. Other coolies working in the vicinity ran away when the man was seen to be injured.

A meeting of the Hongkong Sanitary Board was held yesterday afternoon under the chairmanship of Mr. D. W. Tratman, but there were no matters of public interest. The members who attended were: Mr. C. G. Alabaster, K.C., Dr. W. W. Pearce, Dr. A. G. M. Sovern, Mr. J. A. Fraser, Mr. D. Davis, Mr. Wong Kwong Tin and Mr. S. W. Tso.

A coolie employed at the Kowloon Docks appeared before Mr. Hamilton at the Kowloon Magistracy yesterday, charged with stealing a quantity of brass condenser fittings. In passing sentence of 14 days' hard labour, his Worship said that he took into consideration the man's ten years of blameless service with the firm.

In the report of the proceedings of the Legislative Council yesterday the Director of Public Works was inadvertently reported as referring to unsatisfactory progress on the Fire Station. It should have been the Queen's Pier. We make the correction, in fairness to the contractors concerned. The work on the Fire Station, Mr. Creasy states, is progressing most satisfactorily.

ARCHBISHOP OF GOA.

RECEPTION AT THE LUSITANO CLUB.

A reception was held at the Club Lusitano yesterday evening, in honour of His Grace Mateus de Oliveira Xavier, Archbishop of Goa and Roman Catholic Primate of the Orient, who is at present in Hongkong en route for Macao.

Mr. E. H. D'Aquino presented His Grace with a beautifully executed address which read:

To His Grace Mateus de Oliveira Xavier, Archbishop of Goa, Primate of the Orient, Patriarch of the Indies.

We, the undersigned, members of the Portuguese Community of Hongkong, beg to present to Your Grace our sincere welcome and respectful homage, as this is the first time that such a great ecclesiastical dignity, such an illustrious Prince of the Church and such a high Catholic Hierarchy, the Venerable Archbishop of Goa, Primate of the Orient, Patriarch of the Indies, has passed through this beautiful and hospitable island on his way to the noble, loyal, and ancient city of Macao, and much more, being all of us, or nearly all, natives of that lovely land which was in years gone by, the emporium of civilization and commerce, the pearl of the Orient and the cradle of Christianity. We greet you also as Macao suffragan of the Archdiocese of Goa, of the celebrated city of Albuquerque, formerly called the golden city on account of the sumptuousness and splendour of its riches and the magnificence and sublimity of its buildings, and how blessed by the incomparable treasure which is kept there—the incorrupt body of the Great Thaumaturgus and Apostle of the Indies.

We hope that your Grace when he next visits the tomb of the Glorious St. Francis Xavier, will not forget us. In the meantime we kiss the sacred ring of your Grace.

The names of all the most prominent members of the Portuguese Colony were here appended.

During the day, His Grace visited Government House, where he paid his respects to H.E. the Governor.

The Archbishop is due to leave Hongkong for Macao at 2 p.m. to-day.

POPPY DAY.

NIGHT CARNIVAL ARRANGEMENTS.

A grand carnival will be held at the V.R.C. on Poppy Day commencing at 8.30 p.m. All proceeds, less expenses, will be diverted to Earl Haig's fund for disabled and unemployed ex-service men and their dependants. A strong committee composed of representatives of the British Legion (the local branch of which is organising the Poppy Day Drive in Hongkong) and representatives of the V.R.C. and other clubs has the affair in hand, and an evening's entertainment extraordinary is promised those who desire to pass the after-dinner hours of Tuesday next and, at the same time, support a cause the worthiness of which is beyond question.

There will be a well known dance orchestra in attendance, a number of side-shows, and raffles for a lady's diamond brooch and a gentleman's diamond pin. The entertainment will be enlivened by balloons, rattles, squeakers, etc., and, altogether, it should prove a joyous function.

In a day or so the tickets (\$3 each) will be on sale, dress or fancy dress optional. It should be emphasised that this carnival is being organised solely and entirely in the interests of the Poppy Day Drive and that the proceeds, after deducting minor printing charges, etc., will go to the Earl Haig's Fund.

CORRESPONDENCE.

KOWLOON HOSPITAL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Having read through the debate on the Budget I note in the few observations made to the above hospital the absence of any reference to the scheme of staffing same with Sisters of the Maryknoll Mission of New York as stated by H.E. the Governor when introducing the Budget to the Council. It may be presumed therefore, that the matter has been dropped, although it was announced that the preliminary arrangements were being made. If the suggestion has found its way to the W.P.B. it says much for the good sense of those responsible. But in the absence of a definite statement of the Government's decision thereat I should like to point out that there is nothing so likely to disturb the harmony and peace of the community than to find the Government leading itself to the establishment of particular interests in its public institutions.

A considerable number of the public would like to know first what is being done in this matter.

Thanking you for favour of publication in your much read paper.—Yours, etc.,

INTERESTED.

Hongkong, November 4th, 1

CABLES.

[LATEST CABLES.]

[THROUGH REUTER'S AGENCY.]

LLOYD'S REGISTER.

FIGURES FOR PAST YEAR.

LONDON, November 4th.

The report of Lloyd's Register of Shipping for the year ended June 30th last records a continuance of depression in the shipbuilding industry, and says that the tonnage of new vessels classed by Lloyds during the year, namely 885,000, is the lowest on record for fifteen years, with the exception of the second year of the war, representing only 27 per cent. of that for 1920-1 and 53 per cent. of the total for 1922-3. Four hundred and fifty-four vessels of a tonnage amounting to 600,000 tons were lost, and 300 vessels of a tonnage totalling 1,250,000 tons dismantled or broken up. The last figure is twice that of the year ended June, 1923. Although the world's mercantile fleet is still fifteen million tons greater than in 1914, a large proportion of laid-up tonnage is unlikely ever to be able to be successfully employed, and any serious revival of overseas traffic will probably lead to a further elimination of uneconomical tonnage.

OPIUM CONFERENCE OPENS.

MACAO GOVERNOR AT GENEVA.

LISBON, November 4th.

In connection with the International Opium Conference at Geneva, Doctor Rodriguez, the Governor of Macao, recently conferred longly with the Portuguese Minister for the Colonies with regard to the sale and manufacture of opium in Macao. The question is also under discussion with the Government.

Dr. Rodriguez is now attending the conference at Geneva as technical delegate to the Portuguese Government.

EARLIER CABLES.

REPRESENTATIVE DISCUSSION.

GENEVA, November 3rd.

The international conference on the prevention of opium-smoking in the Far East, summoned by the League of Nations, met here to-day.

Dr. Van Watten, of the Netherlands, was appointed President.

The Vice-President chosen is Prince Charoon of Siam.

All countries where opium-smoking is practised, were represented. To-day's proceedings were devoted to questions of procedure. The discussions will continue to-morrow.

EARLIER CABLES.

RAILWAY DISASTER IN LANCASHIRE.

TWELVE DEAD IN EXPRESS WRECK.

LONDON, November 3rd.

Twelve were killed and many injured through the derailment of the engine of the Liverpool-Blackpool express between Wreagreen and Lytham.

The engine dished into a signal-box, which was completely turned round.

DREADFUL NIGHT SCENES.

Latest reports of the train smash indicate the difficulty in identifying the bodies, as the night was very dark, though thousands of helpers and hundreds of motor-cars were rushed to the scene of the disaster. The killed include Captain Charles Greame, Commander of the White Star liner *Bardic*. Many people were terribly injured.

A number of prominent Lancashire business men were involved in the disaster. One man was decapitated and another was obliged to have one of his legs amputated.

The signal-box was smashed to smithereens; the signal-man was buried into a brook below the embankment, but escaped with his life.

According to a Liverpool message, the Lancashire railway disaster was due to a tyre coming off a front wheel of the engine when travelling at fifty miles per hour.

Twelve people were killed and 33 injured in the Lytham disaster. Commander Greame most courageously insisted on the other sufferers being attended to before himself. The scene of the catastrophe was appalling. Bloodstained limbs could be seen beneath carriages and the cries of the injured were most distressing. Three of the injured who were conveyed to hospital, are in a serious condition.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRENCH CONSULAR SERVICE.

RANKS OF OFFICIALS IN FAR EAST.

PARIS, November 4th.

M. Caussine, of Tientsin, has been given the status of Consul first class, M. Teissier of Fuchow, that of Consul, second class, and M. Dupuy, Colombo, that of Consul third class. M. Crepin, Shanghai, ranks as first interpreter, and Messrs. Tulanes, Shanghai, Poncet, Haugus, and Guenecne, Tokyo, as interpreters.—*Reuter*.

PERSIAN MURDERERS EXECUTED.

TEHRAN, November 4th.

The two men who were convicted of the murder of Mr. Imbrie have been executed.

UNIVERSITY MEMBERS.

TWO LIBERALS RETURNED.

LONDON, November 3rd.

The English Combined Universities' election to two seats resulted in the return of Sir Martin Conway (Conservative) and Mr. H. A. L. Fisher (Liberal). Another Liberal, Sir Murdoch MacDonald, was returned for Inverness.

GUN RUNNER ARRESTED.

SEQUEL TO RECENT TRIAL.

LONDON, November 4th.

The man Firmin, who was convicted and fined for gun-running, has been arrested and conveyed to prison, making three men who are detained indefinitely, as their faces have not been paid.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

U.S. ELECTIONS.

"INCORRUPTIBLE CITIZENRY."

NEW YORK, November 4th.

Balloting for President, Vice-President and Members of the Congress of State Governors began all over the country early this morning, with the weather doing its best to contribute to the fulfilment of the forecasts of a heavy poll last night. The rival candidates have made their final appeals to the electorate, Messrs. Coolidge and Davis by means of wireless and Senator La Follette contesting himself with a manifesto urging the progressives "to give the lie to the assumption that this country no longer boasts an incorruptible and courageous citizenry."

RIVAL EXCITEMENTS.

LATER.

Apart from the Presidential race, two Governorship contests are attracting a wide attention, namely in New York where Governor Smith and Mr. Theodore Roosevelt have been waging a hot and acrimonious contest, and Texas, where "Ma" Ferguson is the Democratic candidate for the Governorship, from which her husband was ousted last year, under an impeachment for alleged misuse of State funds.

COOLIDGE'S CHANCES.

LONDON, November 4th.

The *Morning Post's* New York correspondent states that the odds are favouring President Coolidge by 10 to 1, but the Stock market and business people still continue to make time. A landslide for President Coolidge is generally expected. Wall Street is betting 12 to 1 on Coolidge, and 30 to 1 against Senator La Follette, offered, is finding no takers.

AMERICAN RAILWAY SMASH.

LEVEL CROSSING FATALITY.

CHICAGO, November 4th.

Ten persons were killed and thirty injured in a collision between a goods train and a crowded tramcar, which was crossing the railway track.

The passengers in the tramcar were a merry party, returning from a masquerade. The victims were taken either to the hospital or mortuary in their gaudy masquerade apparel.

The gateman has been arrested and charged with not closing the gate to prevent the tramcar crossing the line while the train was approaching.

YET ANOTHER COLLISION.

NEWPORT NEWS, November 4th.

Eleven people were killed and four injured in a collision last night between a passenger train and an omnibus at a level crossing. Some of the dead were so badly mangled that they were only identified by their clothes and jewellery. Survivors are so badly injured that they are unable to tell how the collision occurred.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

WU PEI FU IN FLIGHT.

TIENTSIN, November 4th.

Marshal Wu Pei Fu's defence against General Feng Yu Hsiang has completely broken down. Marshal Wu Pei Fu has left Tientsin for Taku, presumably in order to board a ship proceeding to the South.

TROOPS LOOTING IN TIENTSIN.

PEKING, November 4th.

Before his departure from Tientsin, Marshal Wu Pei Fu handed over his command to General Chang Feng Ling, who has since informed General Feng Yu Hsiang that he does not intend to fight further.

Marshal Wu Pei Fu's departure leaves large forces scattered, one division of which looted a portion of Tientsin native city.

Many of the troops will be roaming outlaws until the authorities provide their pay and their transportation to their homes.

SKIRMISH IN HOPEI.

TIENTSIN, November 4th.

Sporadic firing broke out at the Hopei central and east stations to-day. The advance guard of General Feng Yu Hsiang's cavalry entered the central station from Yungtsun at mid-day, after quelling some slight resistance, then marched along the line towards the east station with the object of disarming numerous trains containing parts of the third and ninth divisions.

Emissaries previously sent to the station failed to persuade the commander of the Chihli troops to consent to disarmament, General Feng stating that he would only agree upon written order from Tuan Chi Jui. Negotiations were still proceeding when General Feng's troops approached. Firing started and developed into a fusillade in which an Annamite guard was wounded.

There was every appearance of a battle breaking out in the station, but the firing ceased upon the order of the Chihli commander.

Tuan Chi Jui has despatched telegrams to the Yangtze provinces requesting the authorities not to allow Marshal Wu Pei Fu to land, in order to avoid further difficulties.

TSAO KUN RESIGNS.

PEKING, November 4th.

President Tiao Kun is issuing a circular telegram announcing his resignation, and regretting his inability to maintain peace and order. He hopes that his successor will be more successful.

He handed over the seals and official documents to the Cabinet this afternoon. The Cabinet will meet to-morrow, and will declare itself the governing body in the absence of the President.

ORDER OF CHINESE NAMES.

In a letter by Mr. Edward Chalmers Werner, of Peking, to the *Times*, he says that the custom adopted in recent years by many Chinese of writing their "Christian" or personal names (*ming*) before their surnames (*hsing*) in imitation of the Western system is one which, in his view, should be discouraged. An example of this occurs in a recent article, Dr. Tsai Yuan-pai's names being written Yuan P'ei Tsai. Contemporaries or those who are acquainted with the persons themselves will, of course, have no difficulty in knowing which is the surname, and identifying the individual in question, but in time to come this will surely give rise to confusion, since, as writers often fail to connect the double personal names by hyphens, there is nothing to show which is the surname and which the personal name. Even if this is done there may still be uncertainty, both because in China, as elsewhere, there are double surnames, and also because many, especially Manchus, have only one personal name in addition to the surname. Mr. Werner therefore pleads both with Chinese and foreign writers to adhere uniformly to the original Chinese custom of putting the surname first.

Most people resent having good done to them from economic motives.—*Mrs. Maude Roper*.

The Russian Government is just as much a despotism as the Government of the Tsar which it destroyed.—*Lord Grey*.

THE SHAMEEN LAND DISPUTE.

MANAGER'S EVIDENCE OF ASIA BANK'S STATUS.

REMOVAL TO SHAMEEN FOR PROTECTION.

Proceedings in the Shameen land case were continued in the Supreme Court of Shanghai on October 2nd before his Honour Judge Sir Skinner Turner. This is an action in which the Bank of East Asia, Ltd., ask the Court for a declaration that they are entitled to have transferred to them a piece of land at Shameen purchased by them from a Mr. Vasanja for \$50,000, and to issue a writ of *mandamus* ordering the defendants, Sir James Jamieson, H. M. Consul at Canton, and Mr. Frank Arnold Wallis, Vice-Consul, to effect such registration. The action arises from their refusal to do so, upon instructions from the Foreign Office. The defence, in brief, is that the Bank of East Asia is a purely Chinese concern and is not entitled to own land in Shameen.

Mr. Eldon Potter, K.C., and Mr. A. C. Holborow appear for plaintiffs and Mr. H. P. Wilkinson and Mr. V. Priestwood for defendants.

MANAGER OF THE BANK.

Mr. Li Tse Feng, manager of the bank and one of its directors, was the first witness called. He stated in answer to Mr. Holborow that the business of the Bank was directed from Hongkong, and the head office was there. The books and correspondence were kept in English. In August of last year when the property in question was purchased from Mr. Vasanja the majority of the directors were British subjects. The capital of the Bank was now \$5,000,000 made up 50,000 \$100 shares, and the proportion of capital held by British was roughly 60 per cent. This was the position at the time the transfer was applied for, and it remained practically the same to-day. There had been no change in the directorate, the directors, according to the articles of association, being appointed for life. The company was incorporated at Hongkong on November 14th, 1918, and was also registered in the British Consulate at Shanghai.

Cross-examined by Mr. Wilkinson, witness admitted that it would be difficult for any persons other than the present directors or their heirs to have an interest in the bank. The directorate was composed of members of the Chinese race. The Bank was a member of the Chinese Bankers' Association, but not of the Foreign Bankers' Association or any other such body. The first clause in the Chinese Bankers' Association's articles of association provided that this body should be formed only of bankers whose capital was entirely the capital of Chinese nationals. The Canton branch of the Asia Bank was situated in the interior of the city and from the beginning had exhibited a signboard, announcing that it was an English bank.

A PROSPEROUS CONCERN.

Counsel then produced a copy of the *Canton Gazette* dated January 28th, and containing an article on the success of the Bank of East Asia. This report stated that the net profits for the first year were more than \$300,000, and that in 1921 the profits exceeded \$1,000,000, and these figures, witness admitted, were correct.

Mr. Wilkinson—Is the writer also correct when he dwells with great pride on the fact that the bank is "purely a Chinese bank," and cites it as an example of what can be done under purely Chinese management?

Witness—The figures would be correct because they were supplied by an official of the bank, but the writer of the article would be an editor who knows nothing about the status of the bank. I do not think he would know that the bank was registered in Hongkong. We are registered in Shanghai, and we have a branch at Saigon, where we have the protection of the British Consulate.

In answer to further questions, witness said the bank had some foreign accounts in Shanghai. They did mortgage business in land and buildings, but none outside the Settlement.

Asked if the bank had ever had British Consular protection in Canton, witness replied that it had, the lease of its building within Canton having been registered at the British Consulate. He did not know that any of the directors had taken steps to renounce British nationality.

Mr. Wilkinson—Your idea (and quite a sound one it is) in purchasing this land at Shameen, is that you may have protection for the assets of the bank?—Yes.

You are not forgetful that in times of trouble Shameen is protected?—That is so.

Witness concluded by saying that the Consul's refusal to grant the transfer was accompanied by a full and friendly explanation.

Re-examined by Mr. Holborow, witness stated that three lots of land which the bank owned in Shanghai were registered at the British Consulate.

AN ANGOLO-CHINESE DISPUTE.

Mr. H. O. Macnamara, of Hongkong, who acted for the bank in connection with the purchase of this land, described his visit to the Consulate at Shameen to have the transfer made. Mr. Wallis said he was very sorry but he could not do it, adding that he was acting on Foreign Office instructions. The Vice-Consul went on to say that there was a dispute between the British and the Chinese government as to what actually was a true test of nationality. The British Government claimed that it was *jus soli* and the Chinese claimed *jus sanguinis*, and while the dispute was pending they would not register. That was the reason given.

In answer to Mr. Wilkinson, as to whether he went to the Consulate expecting to meet with refusal, witness said that he certainly did, because he had already been told so.

"So you simply took the document there to see whether it would be accepted or not, and get a cause for action?—Not at all. I thought it might be registered at the last minute." Witness added that the sale of the land to the bank was a perfectly genuine transaction. The bank had paid for the property, but at the present stage they could neither sell nor mortgage it, the title not being good until transfer was completed.

This concluded the case for plaintiffs.

In presenting the case for the defendants, Mr. Wilkinson argued at length to show that officials could not be proceeded against in respect to Crown lands and the plaintiffs proper course would be under the petition of right. It was of course open to them to bring an action against Mr. Vasanja for specific performance of the sale agreement.

His Lordship—Vasanja has got the money. He is on what I understand is called "valvet." (Laughter.)

Proceeding, Mr. Wilkinson said, the action was really one for breach of contract, the breach alleged being between the Crown and Vasanja in the refusal to permit his assignee, the Bank, to be registered as a Crown lessee. He contended that the Consul-General had a perfect right to refuse to register any assignee if he thought he was likely to be troublesome to the public generally, and if this happened the person concerned could only have recourse to the petition of right. There was no statutory duty cast upon the defendants to effect a transfer, though they were bound to keep a register. The Crown lease contained a clause to the effect that no transfer of lease or sub-lease could be made to a citizen or subject of any power other than Great Britain, and it did not contemplate any class of person not amenable to the jurisdiction. The order that the transfer was not to be made was given by the Secretary of State for Foreign Affairs and H. M. Office of Works in the capacity of jointly controlling Crown lands, and this order was final unless it could be challenged by the petition of right. Continuing, counsel said there was strictly a limit to the number of people who could be recognized and protected on so small a piece of territory as Shameen, and the right to withdraw protection was inherent in the Secretary of State.

His Lordship—Entirely. We cannot criticize that. But the point is, you did not withdraw protection until after the writ in this action had been issued.

Counsel—There is nothing in the Order in Council affecting the right to withdraw protection from companies registered under that order. Although registration was effected by this company, that registration had been allowed to lapse.

His Lordship—Assuming that it has lapsed, the argument as I understand it is that the Bank had been accepted as a British entity, and registration was given as an instance of that acceptance.

On the point that the Consulate at Canton had afforded "protection" to the Bank by registering a certain document relating to property in Canton, counsel observed that the document was registered not because it was the Bank's document, but because British interests were concerned. As to some of the company's property having been registered in the British Consulate at Shanghai, he pointed out that property so registered need not necessarily be that of a British subject. Nowhere, he went on to say, could they find a statutory declaration that Hongkong companies were to be allowed to have Crown leases at Shameen.

His Lordship—Neither have we any statutory declaration that they are not to be allowed.

Counsel emphasized that the intention in the Land Regulations and the leases clearly was to prevent building and the occupation of land in Shameen by any native of China or either or subject of any foreign power, or the assignment of land or building to them.

The hearing was again adjourned.—*N.O. Daily News*.

MALARIA IN THE MALAY STATES.

SIR MALCOLM WATSON'S WORK.

Sir Ronald Ross presided at the Hotel Belgravia, S.W., at a luncheon which he gave on October 2nd, in honour of Sir Malcolm Watson, who was recently knighted for his long and successful work against malaria in the Federated Malay States. He congratulated Sir Malcolm on the distinction conferred upon him by the King, and also by the Glasgow University in making him an Honorary Doctor of Science. Sir Malcolm certainly deserved these honours, for all his life he had devoted his time to a great work.

Sir Malcolm Watson referred to the beginning of his work at Klang, when he was called out to a case of malaria from which a man was dying, and found also six other cases. It became so bad that the Government sent a telegram ordering Port Swettenham to be closed. Then they were allowed to carry out their programme for the prevention of malaria, with the result that there was a clearance of the disease. Representations were made to the Governor with regard to the surrounding district, and a sum of \$110,000 was voted for the work. It was difficult, because the soil was clay and the water was close to the surface. Then they found that in the hill lands the mosquitos lived in running water, and the quitos they drained and cleared the more favourable were conditions made for the mosquitos. Mr. Norman Grieve, director of Seaford Estate, was deputed by his fellow-directors to decide whether the system of subsoil drainage should be constructed for the purpose of controlling malaria. He decided in favour of the work, and put it in hand in 1910. As a result the malaria cases dropped from 6,155 in 1914 to ten on July 31st this year. It increased the efficiency of the labour force so that comparing the years 1916 and 1917 with 1914 there were 10,798 working days saved.

CLEANSING SINGAPORE.

Singapore came next, and the work done with the help of the health officers there had saved some 35,000 lives in the last ten years. During the influenza epidemic in 1918 the death rate rose to 69; and the malaria in 1911 raised the death rate to over 35. Early this year he visited Assam, where many thousands of acres were under tea cultivation. The medical officers at the estates had done excellent work in assisting the coolies to fight against malaria by careful feeding and child welfare work, but little malaria control work was done because there was a feeling throughout India that such work was not practicable. On the estates he visited there was little opportunity this year to construct the drainage system required, but one garden cut over six miles of drains, representing 300,000 cubic feet, and the results already were very encouraging. He next visited Mian Mir, a military cantonment in the Punjab. In 1902-3 an attempt had been made to control malaria there, but the result was practically negative. In his opinion this was because the proper method of training had not been adopted. He hoped that an attempt would in the future be made to remedy this condition, with a determination that nothing short of success would satisfy those in charge.

In conclusion, he proposed success to the Ross Institute, and said that through the work done over 100,000 lives had been saved in the Malay States. The Ross Institute would help the many problems of tropical medicine not only abroad, but at home. It would be the centre for workers from all parts of the world. Sir Charles Macleod, chairman of the Ross Institute, said that great credit was due to Sir Ronald Ross in the fight against malaria. It was the duty of all interested in the work to help the movement.

Mr. Norman Grieve thought it was deplorable that the Government could not see their way to subsidising such an institute.

Sir Ronald Ross mentioned that they had already received over £10,000 as a start, but a great deal more was required.

£62,000 FOR SAILORS.

GIFT TO KING GEORGE'S FUND.

The Duke of Connaught, as chairman of King George's Fund for Sailors, has received the sum of £60,000 under a deed of trust, and £2,000 as a special gift to the fund. This magnificent sum has been transferred to the fund by Mrs. M. M. C. Wills, Mr. W. St. J. F. Miles, and the Public Trustee, who are the trustees of the estate of the late Mr. Henry Herbert Wills, and forms a proportion of the ten shares of his estate which Mr. Wills bequeathed for the benefit of seamen of the Mercantile Marine.

The capital sum of £60,000 will be transferred to the official trustees of charitable funds (the trustees of King George's Fund for Sailors) as a special trust to be called the "Henry Herbert Wills Trust," and the income will be distributed by the General Council of the fund, in collaboration with Mrs. Wills, amongst marine charities working on behalf of seamen of the mercantile service. The remaining £2,000 is an absolute gift to the fund, without any conditions save that it be employed for the purposes of the Mercantile Marine only as the council shall think fit. The income will be divided by the fund amongst Mercantile Marine institutions and funds, not amongst individuals, and it will necessarily be some months before there is any accumulation of interest on the capital and before any distribution can take place.

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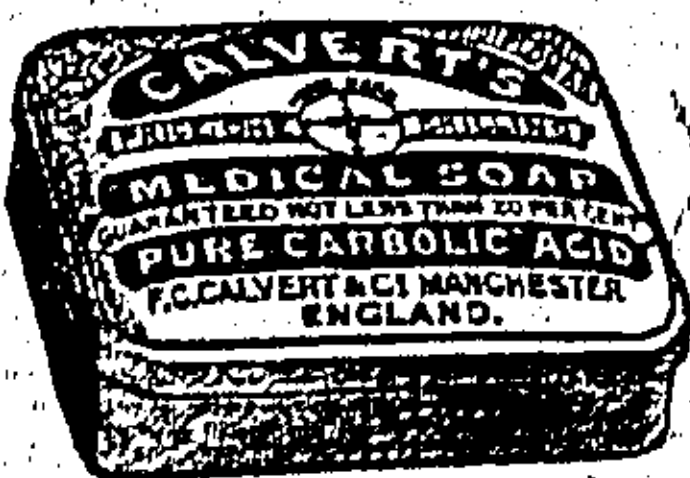
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PARIS FASHION NOTES. A RESUME OF THE AUTUMN COLLECTIONS.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, September 22nd.
The styles for the new season may be considered as definitely launched, at present. Only one important house has still to show its collection: Madeleine Vionnet, whose creations are always a definite contribution to the season but who is not expected to differ essentially from the lines already shown by the rest of the couturiers. It is, however, interesting to note the wide variations which the best couturiers can achieve while keeping to the general formula of the season's styles. Each great couturier shows his (or her, for women are among the finest creators of the day) personality in the models put forth. The result is most advantageous from every point of view. It gives each woman a chance to select the couturier whose ideas and ideals seem, to her, to express her personality and her conception of modernity. The formula of the season can be generally summed up as: Straight lines, comfortably short skirts, belted costumes, when that is becoming, and the varied use of tunics, either in the form of the tunic blouse or the tunic attached to the skirt. The dominant period influence is of the Directoire in France, and this is variously interpreted by the creators, some using no more than the suggestion of a single line of the characteristic costumes of that epoch, others very literally transcribing such features as collars, revers, long buttoned coats, shoulder capes, the high waistline, and so forth.

Worth's collection is always interesting because the house is the oldest in Paris, one that has stood the test of time and has always dressed such important women as the Empress Eugenie, Queen Victoria and the Princess Metterich. Noble ladies from all over Europe still consider Worth as the finest and most sympathetic creator of fashions, which have the dignity and distinction that they require in all of their clothes. Worth this year has an unusually beautiful collection. He has contributed to the mode a novel cutting of the long, narrow coat which achieves absolute straightness of line. These coats wrap about the figure, and sometimes are held shut, but they do not drape nor do they fold over deeply in the front. Some are so long as to almost cover the frock beneath them, and some are three quarter or seven-eighths length. Worth shows some extremely short skirt lengths, some of the suits showing just below the knee. Other suits and most of the frocks and gowns, however, are much longer. Fullness is introduced into the skirts in the form of inverted box pleats placed at the centre front of the skirt, or panels of very fine pleating at the sides. Many of the models have long tunics, some as long as the slip under them. The straight belted line dominates in these, and many of them are split at the sides, at the front, or at all three points. Black satin goes to make a number of suits, and black satin combined with some soft wool material makes others very smart. Sleeves are long and fit the arms closely in the frocks and gowns, and the coat sleeves, while looser, give a straight effect. Coat collars are square and up-standing. Most of the materials used are plain, though some beautiful effects are achieved by combining plaid with plain material, and some lace and embroidered gowns are shown for evening. In the sleeveless effect, and a deep back decollete are a principle point, and many of them are belted and unadorned with fountains.

LEISURELY CREATIONS.

Lanvin is also one of the most important houses in Paris. Her creations always have a certain leisurely charm which singles them out for wear by the women who love to give attention to their clothes and to wear them beautifully. Lanvin, as always, is influenced by the design of the quaint costumes of the time of Queen Victoria, with their full skirts, their melon sleeves, their sweeping curves and folds of their circular coats, and exquisite feminine details. Direct transcription of these costumes appear in the robes de style which Lanvin presents as evening gowns. They are modernized by having bodices which are loose about the bust, but they fit the waist and drape onto the hips where the full skirt is attached. These skirts are usually quite long. Certain ladies with an exquisite feminine type of beauty, and the gentle grace that recalls more leisurely days, always choose Lanvin robes de style as their evening costumes, and are most lovely in them. The melon sleeves of the robes de style of Lanvin's suits. These fit closely at the wrist and at the elbow. A particularly beautiful gray velvet suit, for afternoon has its sleeves applied with large petal shaped motifs of gray squirrel fur. Straight line costumes also appear in Lanvin's collection but most of these have achieved their effect of slenderness by the use of pleated skirts or long tunics cut at the side to show a supple skirt beneath. Not a single skirt gives the effect of tightness or of the "bolster slip" line. The Persian costumes, always a source of inspiration to Lanvin, have suggested long tunics which are slightly circular. These are worn over pleated skirts.

Jenny's collection, also most important, shows a totally different solution of being smart and graceful. Here the straight line is dominant but it is broken by a series of flounces, usually straight, but differing in width so that there is a rhythm of proportion between the different flounces and the figure itself. The Directoire influence is seen in many of the frocks which have a high waistline indicated in the back by the use of a yoke of the same colour as the frock but of much thinner material. Many of these yokes prolong themselves into a scarf which wraps about the throat and falls down the front of the back. Other little frocks for day-time have quaint

(Continued on next column.)

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collars and cuffs often of shiny gold or
silver cloth bound with braid which
matches the frock itself. The collars are
usually round, like a child's collar, but
placed a little further from the throat,
and most of the cuffs flare away from
the wrists like the gauntlets of gloves.
High collars which button up to the
chin are also seen in many of the models,
and some of the suits have stock collars
made of a wide strip of silver or gold
cloth or of some heavy silk, doubled.
Jenny's collection is to be noted as one
of the few that shows the classic tailored
suit, with its hip length jacket, and man-
nish revers, though, like all of the other
couturiers she shows the half tailored
suits with long or three quarter length
coats and a full length dress or dress and
tunic blouse beneath.

A POST-WAR HOUSE.

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as a woman who discerns the needs of
the active, modern woman, who is more
interested in doing things than in spend-
ing all her time thinking about being de-
corative. Short trim skirts, all of them
full enough to allow for comfortable
graceful walking, jumper blouses with
jackets and practical street suits with
three quarter length or seven-eighths
length coats are all shown in this collec-
tion. Groups of plants at the left sides
of skirts often give the required fullness
and create a novel line. One skirt which
wraps about the figure is not so deeply
wrapped but what it flies open easily,
but here modesty is assured by the di-
vided petticoat or pantalolette of crepe de
chine the same colour as the skirt.

Many kascha costumes are shown for
sports and street wear. Knitted sweaters
often with high rolling collars are used
as the third piece in a number of town
suits. A markedly circular flare is seen
in a number of the skirts and three quar-
ter length coats, and two new lines in
evening gowns are particularly notable
in the collection. One uses the line of
the sheath gown, but breaks it just below
the hips sloping down to the centre back in
a fine curve; another flounce following
the same line is placed at about the level
of the knees. The other line is a method
of softening the trying lines of the belt-
less or sheath gown by the use of long
wing shaped panels which are attached
to the shoulders of the gown and from
this point hang in a straight line down
to the hem of the dress in the back. Their
circular form and the light chiffon of
which they are made lets them float out
gracefully. Chanel can always be de-
pendent upon for originating features
which are purely modern and supremely
logical with the current slender line. She
dresses a great many of the smartest,
most active women in three continents,
and certain authorities go so far as to
look upon her as the greatest designer of
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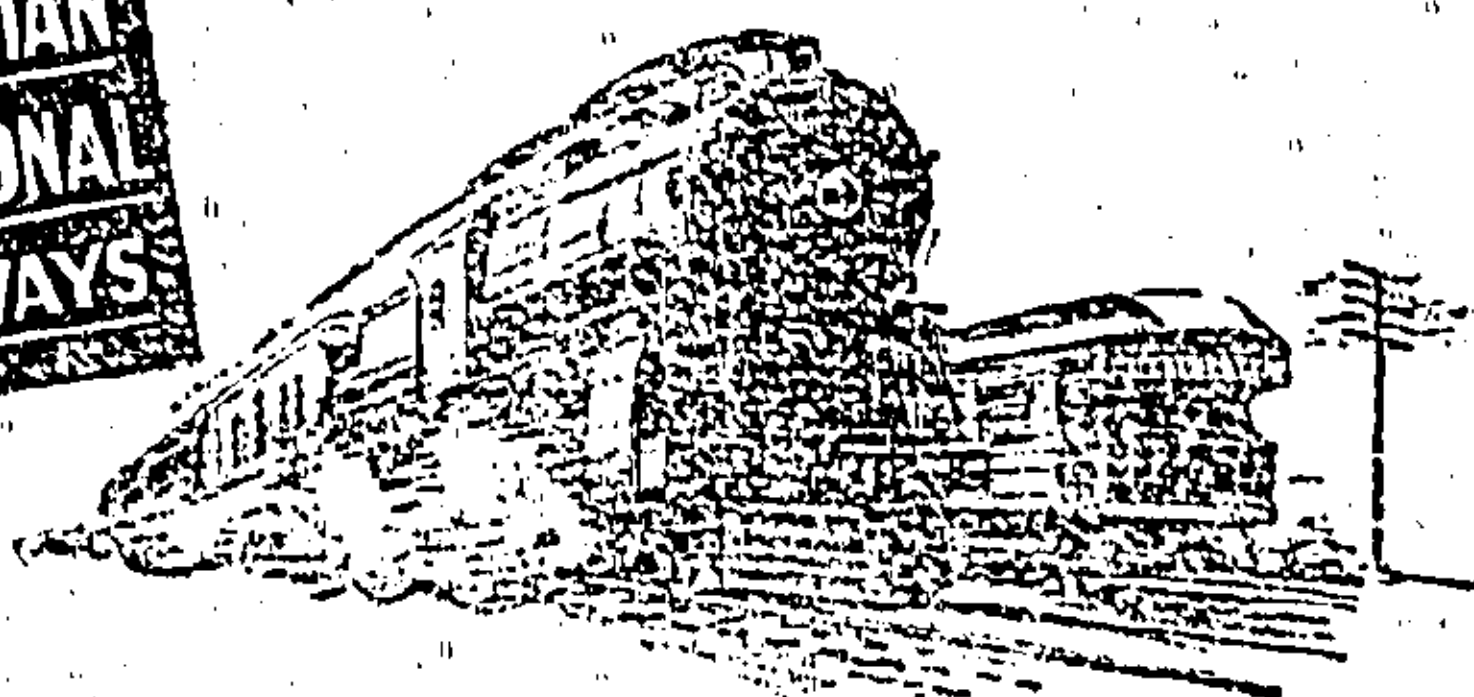
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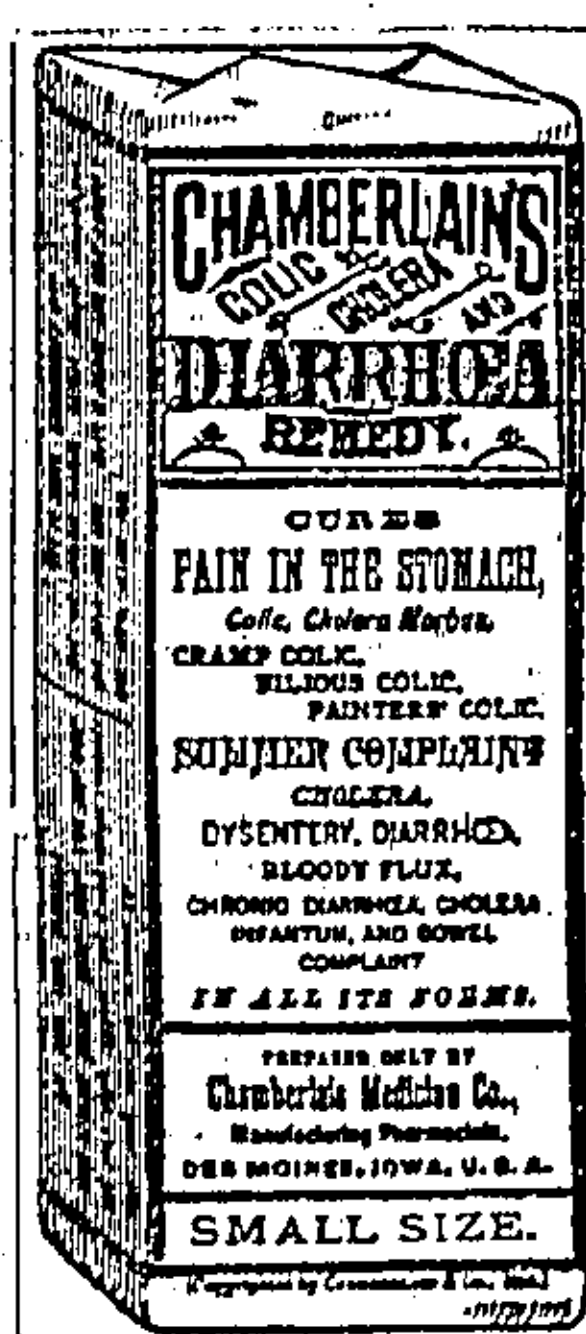
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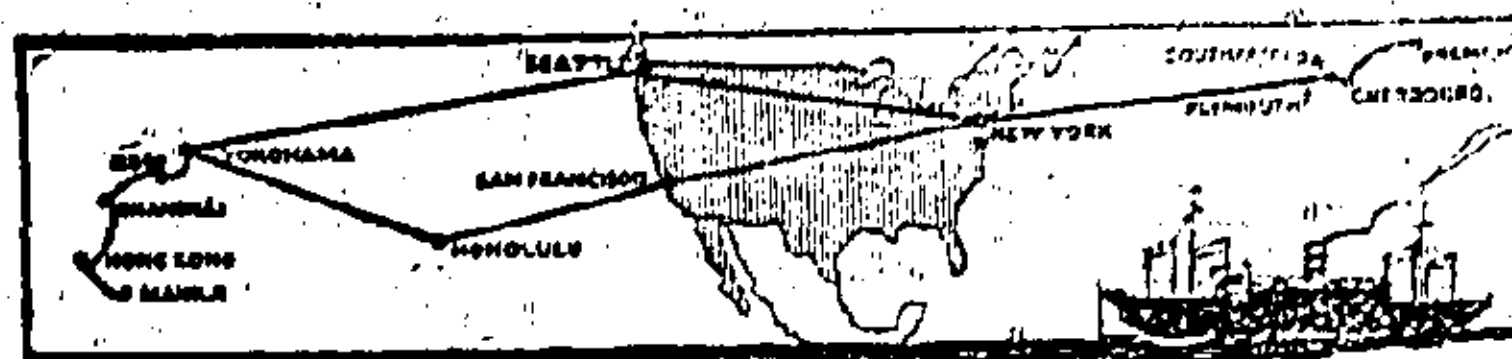


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[FROM OUR OWN CORRESPONDENT.]

Edinburgh, October 1st.

Mr. H. E. Taylor, by winning both the King William IV. medal, the most coveted prize of the Royal and Ancient Club, and the Glennie medal for the lowest aggregate for the season's two meetings, at St. Andrews, made a notable addition to recent veteran successes in the game. He won the premier award with a card of 76, and this total gave him, with his return in the Spring Competition, an aggregate of 137 for the other medal. The Royal Queensland Silver Boomerang, which was competed for a year ago for the first time as the club's handicap trophy, was secured by Lieut.-Col. J. S. Melville.

Mr. Taylor, who won his first R. and A. medal a dozen years ago, shortly after he became a member, has every right to be gratified with his success. The field included golfers whose names carry weight, Mr. Roger Wethered among them, and Mr. Taylor is fifty-five. On these card days he is often there or thereabouts, and four years ago he won the second medal. There is no greater enthusiast, no keener student of the game than Mr. Taylor. Sixteen years ago he was runner-up in the Amateur Championship, and his home green is Mid-Surrey.

THE GOLF BALL PROBLEM.

The most interesting topic discussed at the half-yearly meeting of the Royal and Ancient at St. Andrews was the report of the Committee on the vexed question of the size and weight of the golf ball, but it was disappointing to learn that experiments both in America and this country "have once more proved a negative." They tried the effect of balls constructed with solid centres, and found that such balls could be driven, if anything, a little farther than balls of the same manufacture already on the market, but that they were appreciably less pleasant to hit. It was demonstrated that floating balls of the resiliency which present-day methods of manufacture and present-day materials could impart were altogether too lively to suit the play of golfers qualified to enter for championships, and would be acceptable to comparatively few. The curtailment of length consequent on the increase of size and diminution of weight was not sufficient to lessen appreciably the average required for the construction of a first-rate course, or to restore lost characteristics to historic holes. It was, however, apparent that the larger and lighter ball both required more control in side winds and was more susceptible of control. Therefore it favoured the players who relied on skill rather than physical force. Nevertheless, it did not generally commend itself as an entirely suitable implement to the numerically small but otherwise considerable minority of golfers who combined abnormal skill with more than average power.

SURPRISES IN THE LEAGUE.

Quite an interesting programme, with an enthralling series of surprises, attended the Glasgow autumn holiday engagements. To many the defeat of the champions and leaders, Rangers, was the event of the week, but such an occurrence at Airdrie was always probable, and the outstanding items in an eventful afternoon were the triumph of Queen's Park at Dundee and, in lesser degree, the victory of Aberdeen at Firhill. The Amateurs were never seen to better advantage in Dundee. Play was conducted on unusually fast lines; there were several minor casualties, amongst others both goalkeepers being injured. Queen's Park led in the scoring throughout. Aberdeen's victory against Partick Thistle was even more pronounced than the Amateurs' at Dundee. Prior to their visit to Glasgow the Northerners had been defeated five times in seven engagements and were generally regarded as one of the disappointing teams of the season. On their play in this game, however, it would appear as if the Aberdeen Club had experienced a run of ill fortune, for the side was capable in all sections. The meeting of Airdrieonians and Rangers, the two principal combatants in last year's tourney, did not reveal either of these notable competitors in a favourable light. Play was more strenuous, often exciting, but never elevating or satisfying, and it was regrettable that two competitors allowed their feelings to dominate play. Airdrieonians won by a goal scored by their inside left, M'Phail, early in the second half, and on what football was shown in the game the champions were due to be beaten. The climax was reached when Cairns, the Rangers' captain, was dismissed by the referee. Hibernian continue to do well. Heart of Midlothian, also advanced by defeating Hamilton Academicals on the latter's ground, an excellent tonic for the Tyne-castle side.

In another holiday match Rangers were all out against Hearts and won well. Celtic, also, as might be expected, were more successful than Cowdenbeath. And Queen's Park disappointed their followers by their appearance at Aberdeen.

Aberdeen, 0; Morton, 1.
St. Johnston, 1; Third Lanark, 0.
Hibernians, 2; Morton, 0.
Hamilton Academicals, 0; Heart of Midlothian, 2.
Airdrieonians, 1; Rangers, 0.
Ayr United, 5; St. Johnstone, 3.
Celtic, 4; Motherwell, 0.
Cowdenbeath, 5; St. Mirren, 4.
Dundee, 2; Queen's Park, 4.
Falkirk, 0; Kilmarnock, 0.
Partick Thistle, 1; Aberdeen, 4.
Third Lanark, 2; Bath Rovers, 4.
Rangers, 4; Hearts, 1.
Celtic, 3; Cowdenbeath, 1.
Third Lanark, 1; Partick Thistle, 2.
Aberdeen, 3; Queen's Park, 0.

(Continued on next Column.)

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.....

BOXING.

In a boxing contest in Edinburgh, Tommy Milligan, Hamilton, beat Johnny Brown, Hamilton, on points for the welter-weight championship of Scotland. BORDER RUGBY CLUBS TESTED.

As has become customary of recent years at Glasgow autumn holiday week-end the leading Glasgow clubs invaded the Border district, and victory attended their efforts almost all along the line. Glasgow Academicals won easily in the end against Jedforest by six tries to one, but they had to go all out before they overcame the sturdy Borders, who are difficult to beat in their home environment. The "old boys" of Glasgow High School had less difficulty in beating Selkirk. The "Souters" offered a plucky resistance to superior forces in the first half, at the close of which they were only a goal behind; but were forced to yield 19 more points afterwards. Hillhead High School F.P.'s drew with Kelso. Heriot's, the first of the Edinburgh clubs to take the field, had the measure of Hawick practically from start to finish, winning by 8 points to nil. Watsonians polished off Hillhead F.P.'s by 28 to 3. And Glasgow High School disposed of Melrose by 20 to nil.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIEN-TSIN	SWATOW	CHANGSHING	Wednesday, 5th Nov. Noon
TSINGTAU via SWATOW & SHANGHAI	...	"WAISHING"	Thursday, 6th Nov. 7 a.m.
KOBÉ via MOJI	...	"NAMSANG"	Saturday, 8th Nov. 7 a.m.
MANILA	...	"YUENSANG"	Saturday, 8th Nov. 11 a.m.
SANDAKAN	...	"BINSANG"	Saturday, 8th Nov. 3 p.m.
SHANGHAI via SWATOW	...	"TUNGSHING"	Sunday, 9th Nov. 7 a.m.
HAIPHONG via HOIHOW	...	"LEESANG"	Sunday, 9th Nov. 10 a.m.
BANGKOK via SWATOW	...	"HOPSANG"	Monday, 10th Nov. 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	...	"YATSHING"	Wednesday, 12th Nov. 7 a.m.
MANILA via AMOY	...	"SUISHANG"	Saturday, 15th Nov. 3 p.m.
HAIPHONG via HOIHOW	...	"HUNGSHANG"	Sunday, 16th Nov. 10 a.m.
STRAITS & CALCUTTA	...	"FOOKSANG"	Monday, 17th Nov. 3 p.m.
KOBÉ via SHANGHAI	...	"HOSANG"	Monday, 24th Nov. 7 a.m.
STRAITS & CALCUTTA	...	"KUTSANG"	Monday, 24th Nov. 8 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, a.s. "HINSANG" and a.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIEN-TSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chetoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

a.s. "FOOKSANG" will be despatched on or about Monday, 17th November, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE NO. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel. Due Hongkong.
"CARMARTHENSHEIRE" 13th Nov.
"CARNARVONSHIRE" 21st Nov.
"GLENARA" 28th Nov.
"GLENBEG" 5th Dec.

HOMEWARDS.

Vessel. Leaves Hong. Discharge.
"GLENARARY" 20th Nov.
"GLENARA" 28th Nov.
"GLENBEG" 5th Dec.
London, Rotterdam and Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

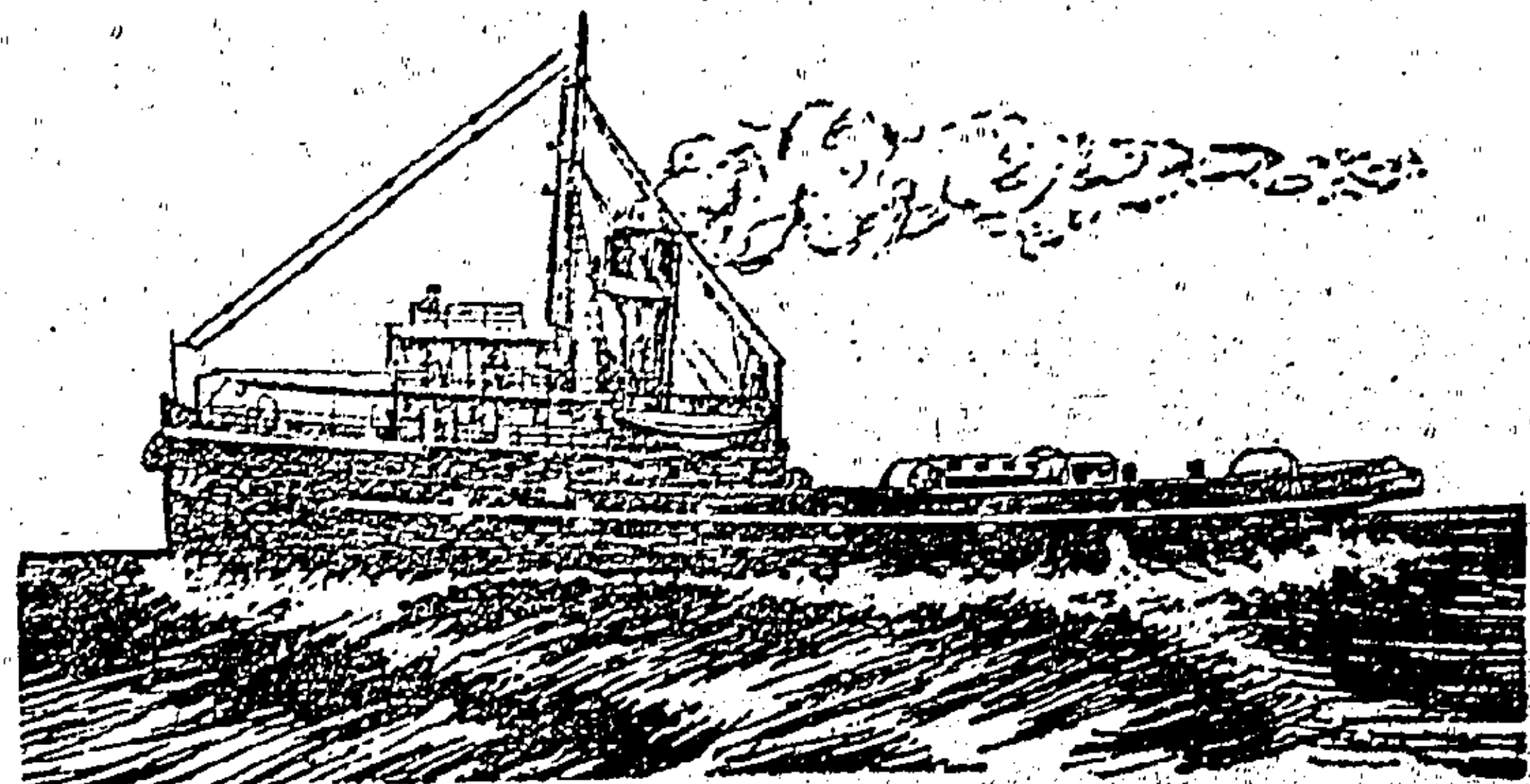
Telephones: Central No. 215 sub-ox. 23, and Central 2596.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 168' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea, light and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

B. M. DYER, B.Sc. M.I.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

November 3rd.

British, British str., 2,338 tons, Capt. J. Thornton, from Tarakan, with a cargo of bulk oil, lying at North Point—Asiatic Petroleum Co.
Changsha, British str., 1,463 tons, Capt. F. C. Gambrell, from Sydney and Manila, with a general cargo, lying at buoy No. A10—B. & S.
Fingal, Norwegian str., 1,243 tons, Capt. N. Bull-Molson, from Keelung, with a cargo of coal, lying at buoy No. B31—M.B.K.

November 4th.

Chung Hing, Chinese str., 210 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf—Hong On & Co.
Chungchow, British str., from Canton, lying at buoy No. C4.
Hai Ching, British str., 1,267 tons, Capt. A. H. Stewart, from Foochow via Swatow, with a general cargo, lying at Douglas wharf—Douglas Laps-rick & Co.
Hare, Norwegian str., 730 tons, Capt. K. S. Gundersen, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C11—Thoresen & Co.
Kashima Maru, Japanese str., 6,147 tons, Capt. S. Hirata, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A1—N.Y.K.
Saigun, British str., from Canton, lying at buoy No. B12.
Thomas Maru, Japanese str., 4,330 tons, Capt. K. Arima, from Hamburg and Singapore, with a general cargo, lying at buoy No. A36—N.Y.K.
Winglung, British str., 2,672 tons, Capt. R. A. Young, from Hongkong, with a cargo of coal, lying at buoy No. B35—Williamson & Co.
Yuen Sang, British str., 1,952 tons, Capt. P. Jowitt, from Manila and Amoy, with a general cargo, lying at buoy No. B32—J. M. & Co.

CLEARANCES.

November 4th.

Alpha Maru, for Singapore.
Andromeda, for Singapore.
Chinook, for Hoihow.
Fingal, for Swatow.
Gilguy, for Bangkok.
Hai Ching, for Swatow.
Hare, for Swatow.
Hilken, for Swatow.
Hui Nam, for Kwang Chow Wan.
Huihow, for Canton.
Huailan, for Saigon.
Kashima Maru, for Singapore.
Lai Sang, for Singapore.
Leke, for Keelung.
President Wilson, for Shanghai.
Shunji, for Canton.
Saigun, for Amoy.
Fosier, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Ching*, on November 4th:—Mr. and Mrs. Wilson, Mr. and Mrs. Savage and two children, and Miss Reynolds.

DEPARTURES.

Per s.s. *President Wilson*, on Nov. 4th:—For Shanghai: Mr. and Mrs. J. H. Booth, Mr. H. J. Booth, Mr. Chan Chu Kwong, Mr. Chen Puy, Mrs. B. Charles, Mr. S. W. Choy, Mr. H. Ching, Mr. P. Chew, Mr. D. George, Mr. S. Gattos, Mr. and Mrs. Ha Sing, Mr. E. Henry, Mr. Edgar and Lady Jones, Mr. Lee Man Hin, Mr. Liang Kwun Ling, Mr. Lam Po Tap, Miss V. Morrison, Mr. Pao Ching Tai, Mr. T. Pang, Mrs. C. T. Richardson, Mrs. V. W. Streeby, Mr. D. C. Scott, Mr. Ting Lung Kuen, Mr. Teal Tea Yung, Mr. Tini Lung Kwi, Mr. Wee Yen Chang, Mr. Wong Fa Yau. For Kobe: Mr. E. M. Shelton, Mr. and Mrs. F. M. Tait, Mr. Tung Ning Sam, Mr. F. M. Tang, Mrs. Tan Hin, Mrs. Wun Shan Oi. For Yokohama: Mr. J. R. Collins, Mr. Honolulu, Mr. E. S. Emerson, Mrs. M. McE. Sims, Mr. A. Simpson, Master M. Simpson, Mrs. F. Pedmore. For San Francisco: Mr. M. Bush, Mr. A. E. Carpenter, Mr. S. L. Cohn, Mr. Chin Ning, Mr. Chin Wing Kwong, Mr. Chew Chung, Mr. F. G. Davis, Mr. Don See, Mr. Fong Yok Him, Mr. Fong Fook, Mr. Fong Yuen, Mr. Fong Kee, Mrs. J. R. Greer, Master J. Greer, Mr. Gee Toy, Mr. Gee Sier, Mr. Gee Wing Hing, Mr. Gee Moor, Mrs. B. Harvey, Mr. Ray Hargigan, Mr. N. I. Huebel, Mr. W. R. Harrold, Mr. H. F. Hoenrich, Mr. John P. Hayes, Mrs. A. Jaffray, Mr. Jung Yuen Poy, Miss M. J. Jaffray, Mr. Kow Wing Chuen, Mr. Kong Pak, Mr. Lee Bong, Mr. Luy Poy Hok, Mr. S. H. Mays, Mr. James O'Connell, Mr. Geo. Reed, Mrs. J. E. Redman, Mr. and Mrs. F. C. Steep, Mr. and Mrs. W. D. Medeman and four children, Mrs. O. A. Thompson, Mr. G. E. Williams, Mr. C. E. Williams, Mr. Carl Washburn, Mr. A. H. Waller, Mr. Wong Yan Kwong, Mr. Woo Tin Foc, Mr. Wong Do Tee, Mr. Yee Hing Wo, and Mr. Woo Tung King.

VESSELS EXPECTED.

Diomed (Blue Funnel), due November 21st.
Empress of Russia, due November 11th.
Hakozaki Maru (N.Y.K.), due November 17th.
Hakusan Maru (N.Y.K.), due December 1st.
Hector (Blue Funnel), due November 9th.
President Adams (Dollar), due November 10th.
President Garfield (Dollar), due November 24th.
President McKinley (A.O.L.), due Nov. 13th.
Proletarius (Blue Funnel), due to-day.
Telemachus (Blue Funnel), due November 13th.
Teiresias (Blue Funnel), due November 27th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th inst.
New York & Boston	Moore Prince	Brit.	James Line	On 20th inst.
Boston, New York & Baltimore via Suez	Calchas	Brit.	The Bank Line, Limited	On 8th inst.
San Francisco via Strait & Jap. Ports & H'k	President Wilson	Am.	Pacific Mail S.S. Co.	On 15th inst., 10 a.m.
San Francisco, &c.	West Ivan	Am.	Struthers & Barry	On 17th inst.
VICTORIA & VANCOURVER, B.C. via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	On 7th inst., D.L.
Yokohama Maru	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst., 11 a.m.
VICTORIA, SEATTLE & VANCOURVER via J. Ports.	Talhybuis	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE & VICTORIA, via Strait, Kobe & Yokohama	President Madison	Am.	Admiral Oriental Line	On 11th inst.
MARSHALLS & LONDON	Malva	Brit.	P. & O. B. I. & A. L.	On 15th inst., Noon
MARSHALLS, &c.	Amazona	Brit.	Messageries Maritimes	On 23rd inst.
MARSHALLS, &c.	Amir	Brit.	Messageries Maritimes	On 7th Dec.
MARSHALLS, LONDON, ANTWERP via SINGAPORE, &c.	Porikos	Brit.	Messageries Maritimes	On 9th inst.
MARSHALLS, LONDON, ANTWERP, Rotterdam & Hamburg	Kashima Maru	Jap.	Nippon Yusen Kaisha	On 8th inst., 11 a.m.
MARSHALLS, GENOA, LIVERPOOL & GLASGOW	City of Glasgow	Brit.	The Bank Line, Ltd.	On 8th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Ningchow	Brit.	Butterfield & Swire	On 17th inst.
MARSHALLS, LONDON, ROTTERDAM & HAMBURG	Elberfeld	Ger.	Melchers & Co.	On 25th inst.
LONDON, ROTTERDAM & HAMBURG	Mentor	Brit.	Butterfield & Swire	On 17th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Glengarry	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
Bombay via SINGAPORE & COLOMBO	Schuyler	Dut.	Java-China-Japan-Lijn	On 26th inst.
SEATTLE & CALCUTTA	Ceylon Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	Talhybuis	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., 3 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Soulaa	Brit.	P. & O. B. I. & A. L.	On 24th Dec.
SINGAPORE & BELLAWAN, DUT.	Sardinia	Brit.	P. & O. B. I. & A. L.	On 24th Dec.
BRINDISI, VENICE & TRIESTE	Van Loon	Dut.	Java-China-Japan-Lijn	On 8th inst.
WELHAIWEI, CHEFOO & TIENTSIN	Fersia	Ital.	Ludwell & Co., Ltd.	On 8th inst., 4 p.m.
Haiphong via Hoihow & PAKHOI	Heichow	Brit.	Butterfield & Swire	About—
KEELUNG via SWATOW & AMOY	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	On 8th inst., 3 p.m.
SANDAKAN	Chukwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 23rd inst., 11 a.m.
AUTRALIAN PORTS via MANILA	Hinsang	Brit.	Nippon Yusen Kaisha	On 26th inst.
AUTRALIAN PORTS	Nishina Maru	Jap.	P. & O. B. I. & A. L.	On 7th inst.
ATLANTIC PORTS	Sector	Brit.	Butterfield & Swire	On 26th inst., 10 a.m.
SHANGHAI, KORE & YOKOHAMA	Tomama Maru	Jap.	Nippon Yusen Kaisha	On 5th inst.
TRINIDAD via SWATOW & SHANGHAI	Waishang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th inst., 7 a.m.
MORI & KORE	Arasura	Brit.	P. & O. B. I. & A. L.	On 6th Dec.
SHANGHAI, MORI & KORE	Khiva	Brit.	P. & O. B. I. & A. L.	On 25th inst.
YOKOHAMA, KORE & MORI	Mantua	Brit.	P. & O. B. I. & A. L.	On 14th inst.
YOKOHAMA, KORE & MORI	Nippon	Ital.	Dodwell & Co., Ltd.	About 22nd inst.
SHANGHAI & NORTH CHINA	Tykenburg	Dut.	Java-China-Japan-Lijn	On 16th inst.
KORE	Taiwa	Brit.	P. & O. B. I. & A. L.	On 8th inst.
MORI & KORE	Thawa	Brit.	P. & O. B. I. & A. L.	On 3rd Dec.
YOKOHAMA, KORE, NAGASAKI & SHANGHAI	Isla de Panay	Span.	Botelho Bros.	On 3rd inst., Noon
YOKOHAMA, KORE, NAGASAKI & SHANGHAI	Chipsing	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst., 10 a.m.
YOKOHAMA, KORE, NAGASAKI & SHANGHAI	Tjiman-ek	Dut.	Java-China-Japan-Lijn	On 8th inst., D.L.
BATAVIA	Mingtang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., 11 a.m.
HAIPHONG via Hoihow	Tea	Brit.	Butterfield & Swire	On 7th inst., 1 p.m.
AMOT, SWATOW & SINGAPORE	Kalkan	Brit.	Douglas Laik & Co.	On 11th inst., 5 p.m.
SWATOW & BANGKOK	Hai Ning	Brit.	Pacific Mail S.S. Co.	On 9th inst., Noon
SWATOW, AMOY & FOOCHOW	President Wilson	Am.	Canadian Pacific O.S. Ltd.	On 13th inst.
SWATOW, AMOY & FOOCHOW	Empress Russia	Am.	Jardine, Matheson & Co., Ltd.	On 8th inst., 11 a.m.
MANILA	Yuen Sang	Brit.	Admiral Oriental Line	On 14th inst.
MANILA	President McKinley	Am.	Botelho Bros.	On 21st Dec.
MANILA, SINGAPORE, COLOMBO, &c.	Isla de Panay	Span.	Struthers & Barry	On 22nd inst.
SANOF, MANILA, Hoiho, Cebu & ZAMBOANGA	West Jester	Brit.		

WEATHER REPORT.

November 4th at 17.55—Changes of pressure are every where slight. The anticyclone has weakened slightly and a depression or typhoon is crossing Mindanao on a westerly track.
 Manila warning 4th at 11.15.—Typhoon E. of Mindanao moving W. Recd. 3d. 12h. 15m.
 Hongkong rainfall for the 24 hours ending at 18 hours, Nov. 4th 0.00 inch. Total since January 1st, 97.86 inches, against an average of 80.79 inches.
 The forecast for the 24 hours ending at 18 hours, Nov. 5th is as follows:—
 District Forecast
 Formosa Channel ... N.E. winds, fresh, fine.

Hongkong to Gap Rock	do.
South coast of China between Hongkong and Lamock	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 4th.

Previous On Date On Date	Day	at	at
at 2 p.m.	8 a.m.	2 p.m.	
Barometer ... 30.60	30.07	30.00	
Temperature ... 76	69	75	
Humidity ... 60	79	61	
Wind Direction ... E	E	E	
Force ... 4	4	4	
Weather ... b	b	b	
Rain ... 0.00	0.00	0.00	
Highest open-air temperature on 3rd ... 78			
Lowest open-air temperature on 4th ... 69			

HONGKONG TIDE TABLE.

From Nov. 5th to 11th, 1924.

Days of Week	Days of Month	H'kong. Standard Time	H'kong. Height	H'kong. Standard Time	H'kong. Height
Wed.	5	h. m.	ft. in.	h. m.	ft. in.
Thurs.	6	h. m.	ft. in.	h. m.	ft. in.
Fri.	7	h. m.	ft. in.	h. m.	ft. in.
Satur.	8	h. m.	ft. in.	h. m.	ft. in.
Sun.	9	h. m.	ft. in.	h. m.	ft. in.
Mon.	10	h. m.	ft. in.	h. m.	ft. in.
Tues.	11	h. m.	ft. in.	h. m.	ft. in.

SHIPPING MOVEMENTS.

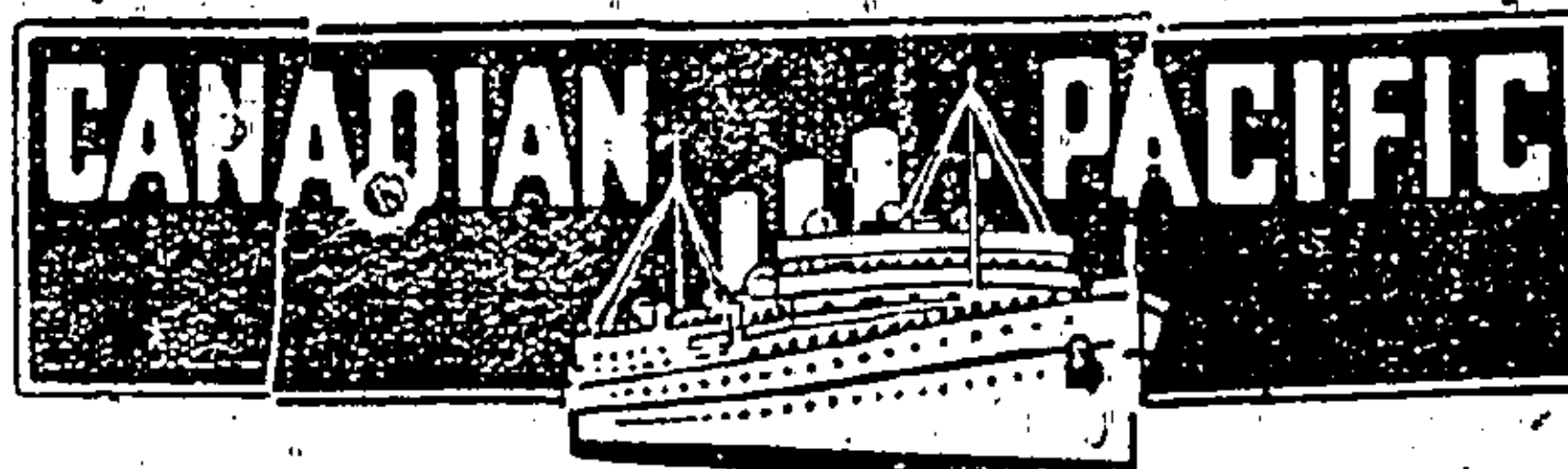
The s.s. *Talhybuis* (Blue Funnel line), for Pacific ports left Manila on the 3rd inst. for this port, and is due at Hongkong on the afternoon of the 5th.
 The s.s. *Egmont* (Blue Funnel line), arrived at London the 2nd inst.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home



HOME VIA CANADA

Hongkong to England			
From Hongkong	Due	From Canada	Due England
Empress Canada	Nov. 7 Nov. 24	Montclair	Dec. 5 Dec. 12
Empress Russia	Nov. 20 Dec. 8	Montclair	Dec. 16 Dec. 23
Empress Australia	Dec. 5 Dec. 24	Montclair	Jan. 2 Jan. 9

Pacific Sailing schedule for Next Spring on application.
 Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabins on Atlantic steamers held here and through tickets sold.
 Early reservation necessary.

Two Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

THE EMPRESS OF CANADA WILL SAIL FROM HONGKONG AT DAYLIGHT, FRIDAY, NOVEMBER 7th.

HONGKONG-MANILA SERVICE			
From Hongkong	Due Manila	From Manila	Due Hongkong
Nov. 12	Nov. 14	EMPEROR RUSIA	Nov. 15
Dec. 11	Dec. 13	EMPEROR ASIA	Dec. 14
Passenger Department: Tel. 752. Cables: GACANPAC.			
Freight and Express: Tel. 42. Cables: NAUTILUS.			

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FAR EASTERN PASSENGER AND FREIGHT SERVICE.
 NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
"ELBERFELD"	8th November	24th November
"COBLENZ"	11th December	16th December
"LUDWIGSHAFEN"	3rd January, 1925	17th January, 1925
"DERFFLINGER"	2nd February	4th February
"TRIER"	1st March	5th March
"SAARBRUECKEN"	29th March	6th April
"COBLENZ"	26th April	1st June

For Freight and Passage, please apply to—
MELCHERS & CO.,
 Telephone C. 4557.
 3, Queen's Building Chater Road. Agents, HONGKONG.

PACIFIC MAIL STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Wednesday, November 19th, at 10 a.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS

VISIT YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK MLLGABA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Sunday, November 9th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

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1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141. Canton Agents: HOLYOAR MASSEY & CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOURVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

Through passage rates to Europe via America. G.3405, G.3420, G.3440

YOKOHAMA MARU ... Sunday, 23rd Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports

KASHIMA MARU ... Wednesday, 5th Nov., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MATSUMOTO MARU (Calls Hull) ... Friday, 8th Dec.

LIVERPOOL via ADEN & MARSEILLES

TAJIMA MARU (Calls Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports

MISHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA

TAKAOKA MARU ... Thursday, 4th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town

AWA MARU (Calls Port E. & Delagoa B.) ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo

CEYLON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon

NAGATO MARU ... Wednesday, 12th Nov.

WAKASA MARU ... Tuesday, 18th Nov.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... Thursday, 13th Nov.

THAMES MARU ... Wednesday, 5th Nov.

YAMAGATA MARU (Direct Moji) ... Thursday, 6th Nov.

LIMA MARU ... Monday, 17th Nov.

HAKOZAKI MARU ... Tuesday, 18th Nov.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE AND ELECTRIC WELDERS, MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKWARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

DRY DOCKS.

Length 787 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

THREE SLIPWAYS.

Capable of Handling Ships Up to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

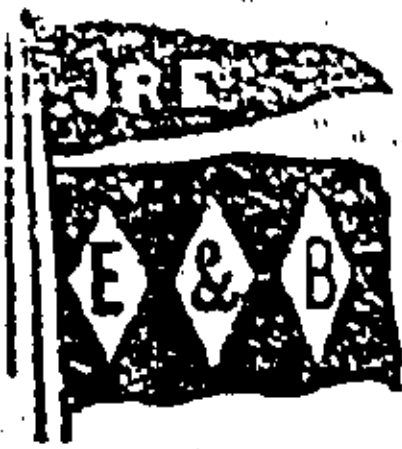
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "O" OVER "ANS. PENHANT."

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROTECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF GLASGOW" 5th Nov. Mars, L'don, A'werp, R'dam, & Hamburg

PASSENGER SERVICE.

"CITY OF KARACHI" 20th Nov. Shanghai and Japan
 "CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
 "CITY OF KARACHI" 23rd Jan. Do.
 "CITY OF KARACHI" 1st March Do.
 "TRAFFORD HALL" 11th April Do.

"A" Class. "B" Class.

FARES TO LONDON.

Single 1st Class "A" £292. "B" £254. | Single 2nd Class "A" £152. "B" £136
 Cargo Steamers, Saloon Passage £62.

For further particulars, apply to—

THE BANK LINE, LTD.

(Tel. Central 730).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"CALOCHAS" via Suez Canal 8th Nov.
 "AJAX" via Suez Canal 15th Nov.
 "KATHLAMBA" via Suez Canal 29th Nov.
 "OANFA" via Suez Canal 7th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS	—	—	8th Nov.
AMAZONE	—	—	23rd Nov.
ANGKOR	—	—	7th Dec.
ANGERS	9th Oct.	10th Nov.	21st Dec.
PAUL LECAT	23rd Oct.	24th Nov.	4th Jan. 1925
ANDRE LEBON	6th Nov.	8th Dec.	18th Jan.
	23rd Nov.	22nd Dec.	

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £2 95. 0s. 0d. | B CLASS (1st Class) £2 53. 0s. 0d.
 STEAMERS 2nd £ 68. 0s. 0d. | STEAMERS 2nd £ 60. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE in 4 days.

to arrive about 3rd week of November.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAICHING Capt. A. H. Stewart Friday, 7th Nov. at 4 p.m.
 HAIBONG Capt. W. G. Passmore Tuesday, 11th Nov. at 5 p.m.
 HAIBONG Capt. Ellis Walker Friday, 14th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)
 Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIBONG", "HAIBONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED,

Telephone: Central 3165.

(Incorporated in Great Britain)

King's Building.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	15th Nov. Noon	Marseilles & London
"SARDINIA"	6,884	26th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMALA"	9,038	30th Nov.	Mars., London & Antwerp
"MAUTUA"	10,904	13th Dec.	Marseilles & London
"SOUDAN"	6,896	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KEIWA"	9,135	27th Dec.	Marseilles, L'don & A'werp.
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,884	18th Feb.	S'pore, Penang, Colombo & B'bay
"KASHMIR"	8,993	21st Feb.	Marseilles, London & Antwerp
"MAWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,896	18th Mar.	S'pore, Penang, Colombo & B'bay
"KASHGARA"	9,005	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'bay.
"MAUTUA"	10,902	14th Apr.	Marseilles & London
"KARMALA"	9,038	18th Apr.	Mars., L'don & A'werp.
"SARDINIA"	6,884	28th Apr.	S'pore, Penang, Colombo & B'bay.
"MACEDONIA"	11,083	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	18th Nov.	Singapore, Penang & Calcutta
"TILAWA"	10,000	3rd Dec.	do.
"TAIRBA"	8,500	7th Dec.	do.
"TAKLIWA"	8,500	15th Dec.	do.
"TAKADA"	6,949	22nd Jan. 1925	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	26th Nov.	Manila, Sandakan, Thursday
"ARAFURA"	4,000	31st Dec.	Island, Townsville, Brisbane,
"ST. ALBANS"	4,500	28th Jan. 1925	Sydney & Melbourne.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	13th Nov.	Shanghai, Moji & Kobe.
"MAUTUA"	10,904	14th Nov.	do.
"TAIRBA"	8,500	18th Nov.	Kobe only.
"TAKLIWA"	8,500	23rd Nov.	do.
"KEIWA"	9,135	28th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,896	29th Nov.	do.
"ARAFURA"	4,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	15th Dec.	Moji & Kobe.
"MAUTUA"	10,902	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	27th Dec.	do.
1925			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,993	24th Jan.	do.
"SARDINIA"	6,884	24th Jan.	do.
"EASTERN"	4,000	31st Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.
"KASHGARA"	9,005	21st Feb.	do.
"SOUDAN"	6,896	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	4,000	7th Mar.	Moji & Kobe.
"MAUTUA"	10,904	7th Mar.	Shanghai, Moji & Kobe.
"KARMALA"	9,038	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,884	4th Apr.	do.
"KEIWA"	9,135	17th Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	28th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

25, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO.
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.I.
AMOY & SHANGHAI	"SUIYANG"	On 8th Nov.	11 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 8th Nov.	11 a.m.
SHANGHAI & NEWCHANG	"OHANGCHOW"	On 8th Nov.	Noon
SHANGHAI & TSINGTAO	"SANGCHOW"	On 8th Nov.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 8th Nov.	4 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 8th Nov.	D.I.
SWATOW & SHANGHAI	"SHANTUNG"	On 8th Nov.	11 a.m.
AMOY & SHANGHAI	"SONNING"	On 11th Nov.	D.I.
SWATOW & BANGKOK	"KALGAN"	On 11th Nov.	11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 13th Nov.	10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 13th Nov.	11 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 15th Nov.	Noon

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakhoi), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo takes on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooning.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 33.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Bangs, Thursday Is., Hahaul & Aus. Ports about
"CHANGSHA"	2nd November	7th November, 10 a.m.
"TAIYUAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Telephone No. Central 33.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "Dacre Castle"	...	Sails 12th November.
S.S. "Egremont Castle"	...	Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FUM).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALI ITALIAN, ADELPHI, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "NIPPON"	...	Sails about 22nd November.
S.S. "ROSANDRA"	...	Sails about 2nd December.
S.S. "NUMIDIA"	...	Sails about 22nd December.
S.S. "VENEZIA"	...	Sails about 1st Jan. 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	...	Sails about 8th November.
S.S. "DUCHESSE D'AOSTA"	...	Sails about 8th December.
S.S. "NIPPON"	...	Sails about 2nd Jan. 1925.
S.S. "ROSANDRA"	...	Sails about 7th Jan.
S.S. "NUMIDIA"	...	Sails about 2nd Feb.
S.S. "VENEZIA"	...	Sails about 7th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI"	...	Sails about 1st December.
S.S. "UMTALI"	...	Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

(23 days to San Francisco. 28 days to Los Angeles).

U.S.S.B. "WEST IVAN"	...	Leave Hongkong 15th Nov.
U.S.S.B. "WEST CAJON"	...	Leave Hongkong 28th Nov.

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for

Atlantic Seaboard Ports. Through Bills of Lading issued

to U.S. and Canadian Overland Points.

TO SAIGON, MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST JESTER" Leave Hongkong 21st Nov.

U.S.S.B. "WEST FARLON" Leave Hongkong 28th Nov.

Through Bills of Lading issued to all Ports not served.

For Full Information, APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN, CHINA, PHILIPPINES, INDO-CHINA, STRAITS & JAVA.

1st Floor, Queen's Building, Phone No. Central 3003.

G. P. BRADFORD, Res. Agent.

(123)

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
SHANGHAI	Liangchow ...	8th Nov.
SHANGHAI	Namting ...	8th Nov.
SHANGHAI	Shantung ...	8th Nov.
SHANGHAI	Alai Maru ...	9th Nov.
Japan via Negapam (Letters only, London, 9th Oct.) ...	Tyobas ...	8th Nov.
U.S.A., HONOLULU, JAPAN & SHANGHAI ...	Pres. Adams ...	10th Nov.
SAIGON	Angkor ...	11th Nov.
AUSTRALIA & MANILA ...	Pango Maru ...	11th Nov.
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. McKim ...	13th Nov.
JAPAN	Tyobas ...	18th Nov.
JAPAN	Makima Maru ...	24th Nov.
JAPAN	Tyobas ...	24th Nov.

OUTWARD MAILS.

For	Per	Due
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and AUSTRALIA via Suez, 1st Dec. ...	Koshima Maru ...	Wednesday, 5th, Registration 8:30 A.M. Letters 9:15 A.M.
Straits, Mauritius and South Africa ...	Surat ...	10:01 A.M.
Swatow, Amoy and Foochow ...	Borneo Maru ...	2:00 P.M.
Swatow, Amoy and Foochow ...	Kulu Maru ...	5:00 P.M.
Straits ...	Yan Ch'ow ...	Thursday, 6th, 2:00 P.M.
Swatow, Amoy and Foochow ...	Hydrangea ...	3:15 P.M.
Swatow, Amoy and Foochow ...	Parcels for Canada only—Registration 4:00 P.M. Letters 4:15 P.M.	
Swatow, Amoy and Foochow ...	Eurymachus ...	5:00 P.M.
Swatow, Amoy and Foochow ...	New Mathilde ...	5:00 P.M.
Swatow, Amoy and Foochow ...	Olingha ...	Friday, 7th, 8:00 A.M. Reg. Letters 8:15 A.M. 11:30 A.M. 5:00 P.M.
Swatow, Amoy and Foochow ...	Haiching ...	Namting ...
Swatow, Amoy and Foochow ...	Yuenan ...	Saturday, 8th, 9:31 A.M. 10:32 A.M. 1:33 P.M. 2:07 P.M.
Swatow, Amoy and Foochow ...	Liangchow ...	
Swatow, Amoy and Foochow ...	Himang ...	
Swatow, Amoy and Foochow ...	Luichow ...	
Swatow, Amoy and Foochow ...	Portos ...	Reg. Letters 4:15 P.M. 5:00 P.M.
Swatow, Amoy and Foochow ...	Leona ...	5:00 P.M.
Swatow, Amoy and Foochow ...	Tungshing ...	5:00 P.M.
Swatow, Amoy and Foochow ...	Hanot ...	5:00 P.M.
Swatow, Amoy and Foochow ...	Amakusa ...	Sunday, 9th, 9:00 A.M.
Swatow, Amoy and Foochow ...	Hopana ...	Monday, 10th, 8:30 A.M. 5:00 P.M.
Swatow, Amoy and Foochow ...	Pres. Adams ...	
Swatow, Amoy and Foochow ...	Pres. Madison ...	Parcels, Registration 5:00 P.M. Letters 5:00 P.M.
Swatow, Amoy and Foochow ...	Hai Ning ...	Tuesday, 11th, 9:01 A.M. 9:00 A.M.
Swatow, Amoy and Foochow ...	Tyobas ...	
Swatow, Amoy and Foochow ...	Tungo Maru ...	Thursday, 13th, 9:30 A.M.
Swatow, Amoy and Foochow ...	Pres. McKim ...	Friday, 14th, 3:00 P.M.
Swatow, Amoy and Foochow ...	Parcels, Registration 5:00 P.M. Letters 5:00 P.M.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Suez, 12th Dec. ...	Makima ...	Friday, 15th, 9:45 A.M. 10:30 A.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 2nd Dec. ...	Mishima Maru ...	Friday, 21st, Registration 8:45 A.M. Letters 9:30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

MENTOR	...17th Nov.	Marseilles, London, Rotterdam & Hamburg
LYCAON	...24th Nov.	London, Rotterdam & Hamburg
PHENIX	...8th Dec.	Amsterdam, London & Hamburg
HECTOR	...16th Dec.	Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE

NINGHOW	...17th Nov.	Genoa, Marseilles, Liverpool & Glasgow
DEMODOCUS	...1st Dec.	Marseilles, Havre, Liverpool & Glasgow
MENELAUS	...20th Dec.	Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

TALHYBIUS	...10th Nov.	Victoria, Seattle & Vancouver
PROTESILAUS	...29th Nov.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

CALCHAS	...8th Nov.	Boston, New York, Baltimore via Suez
AXAX	...19th Nov.	Boston, New York, Baltimore via Suez
OANFA	...7th Dec.	Boston, New York, Baltimore via Suez

PASSENGER SERVICE

HECTOR	...11th Nov.	Shanghai
MENTOR	...17th Nov.	Singapore, Marseilles & London
HECTOR	...16th Dec.	Singapore, Marseilles & London
TELESIA	...29th Dec.	Singapore, Marseilles & London
SARPEDON	...27th Jan.	Singapore, Marseilles & London
PATROCLUS	...10th Mar.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT AND PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

November 4th, 1924

On London—	
Telegraphic Transfer	...2/4 1/2
Bank Bills, on demand	...2/4 1/2
Bank Bills, at 30 days sight	...2/4 1/2
Bank Bills, at 6 months sight	...2/4 1/2
Credit, at 4 months sight	...2/4 1/2
Documentary Bills, 4 months sight	...2/4 1/2
On Paris—	
Bank Bills, on demand	...1/35
Credit, 4 months sight	...1/35
On New York—	
Bank Bills, on demand	...3/4
Credit, at 30 days sight	...3/4
On Bombay—	
Telegraphic Transfer	...1/10 1/2
Bank Bills, on demand	...1/10 1/2
On Calcutta—	
Telegraphic Transfer	...1/10 1/2
Bank Bills, on demand	...1/10 1/2
On Shanghai—	
Bank Bills, at sight	...nom.
Private, 30 days sight	...nom.
On Yokohama—	
On demand	...107 1/2
On Manila—	
On demand	...102 1/2
On Singapore—	
On demand	...140
On Batavia—	
On demand	...nom.
On Haiphong—	
On demand	...nom.
On Saigon—	
On demand	...nom.
On Bangkok—	
On demand	...nom.
SOVEREIGN, Bank's Buying rate	...8.10
GOLD LEAF, 100 fine, per tola	...47.40
SILVER, per oz.	...3 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000

Issued and Fully Paid-up ... \$30,000,000

Reserve Funds:—

Surplus ... \$24,000,000

Dividend ... \$25,000,000

Reserve Liability of Proprietors ... \$30,000,000

Court of Directors:

W. L. PATTERSON, Esq.—Chairman

H. P. White, Esq.—Deputy Chairman

B. D. F. Boith, Esq. J. A. Plummer, Esq.

A. H. Compton, Esq. J. P. Warren, Esq.

Hon. Mr. P. H. Holyoak. N. L. Watson, Esq.

A. O. Lang, Esq. G. M. Young, Esq.

Chief Manager: A. H. BARLOW, Esq.

Manager: Shanghai—C. H. SMITH, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd September, 1924. [37]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Chief Manager.

Hongkong, 12nd September, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000

Reserve Fund ... £3,800,000

Reserve Liability of Proprietors ... £2,000,000

FOR EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 8th 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 52,000,000

Reserve Fund ... Yen 11,900,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Ginsai, Kagi, Karanko, Keelung, Makung, Nanto, Pinan, Shinghsien, Tainan, Tainan, Takow, Tamsui, Toiyen, Aka.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTER WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

2 YAMAMOTO, Manager.

HONGKONG BRANCH, 4, Des Voeux Road, Hongkong, 28th June, 1924.

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THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000

Subscribed Capital ... £1,500,000

Paid-up Capital ... £1,000,000

Reserve Fund ... £1,500,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Hongkong, New York, Rangoon, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malacca).

HONGKONG BRANCH:

Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 98 Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 62,400,000.00

Reserve Fund ... Frs. 59,887,283.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Hongkong, Shanghai, Canton, Moupin, Singapore, Yokohama, Kobe, Peking, Tientsin, Hankow, Harbin, Pooticherry, Yunnan.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Societe Generale, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 30th March, 1924. [32]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1914.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$5,000,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent per annum, on Savings Accounts Four per cent per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.

For 6 " " " 4 " "

For 12 " " " 5 " "

"KAN TONG P.O." Chief Manager.

Hongkong, March 18th, 1924. [84]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 77,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:

Batavia, Kobe, Soerabaya, Bombay, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Changchun, Manila, Shanghai, Dairen (Daly), Nagasaki, Singapore, Fongtien, Nagoya, Shimonoseki, (Mukden), Newchwang, Sydney, Hankow, Osaka, Tientsin, Harbin, New York, Tokyo, Honolulu, Peking, Tientsin, Kaito, Vladivostok.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

C. ABIMA, Manager.

Hongkong, 27th October, 1924. [28]

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NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1924.

Hongkong Branch established 1904.

Authorized Capital ... 150,000,000

Paid-up Capital ... 80,000,000

Reserve Fund ... 23,045,033

Special Reserve ... 23,860,000

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kori, H. J. M. Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

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Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GROSCHAMP, Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential

Mandate of the Republic of China on

the 22nd of November, 1917.)

Authorized Capital ... \$20,000,000.00

Paid-up Capital ... 13,378,600.00

Reserve Funds ... 9,829,435.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road

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and Union Bank of England, Ltd. The

Guaranty Trust Co. of New York.

NEW YORK BANKERS:—The Irving National

Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and

Fixed Deposits. Terms on application.

Every description of Banking Business

transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI, Manager.

Hongkong, September 8th, 1921. [33]

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